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HASEI - FLIGHT TEST RESULTS VOLUME III



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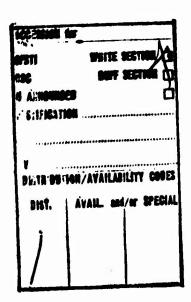
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Report Number 166

PHASE I FLIGHT TEST RESULTS

VOLUME III



XV-5A Lift Fan
Flight Research Aircraft
Contract DA 44-177-TC-715



March, 1966

ADVANCED ENGINE & TECHNOLOGY DEPARTMENT GENERAL ELECTRIC COMPANY CINCINNATI, OHIO 45215



FOREWORD

For the convenience of the reader, this report is divided into three volumes - Volumes I, II and III.

Volume I contains Sections 1.0 through 6.2.

Volume II contains Sections 6.3 through 11.0.

Volume III contains Section 12.0, which consists of parameter illustrations only.

Volume I includes a complete Table of Contents for all three Volumes. A partial Table of Contents is included in the other Volumes.

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A-152	G.W. \approx 9695 Pounds, C.G. Position F.S. 240.5 Wind-up Turn to the Left, Maximum Normal Load Factor 2.6 g's, A/C No. 62-4506, Test 79.0F, $H_i \approx 8200$ Feet, $V_i \approx 220$ Knots, G.W. $\approx 11,200$	607
A-153	Pounds, C.G. Position F.S. 243.0, Configuration: C R Wind-up Turn to the Left, Maximum Normal Load Factor 2.6 g's, A/C No. 62-4506, Test 79.0F, $H_i \approx 8200$ Feet, $V_i \approx 220$ Knots, G.W. $\approx 11,200$ Pounds,	608
A-154	C.G. Position F.S. 243.0, Configuration: C R Wind-up Turn to the Left, Maximum Normal Load Factor, 2.6g's, A/C No. 62-4506, Test 79.0F, $H_i \approx 8,200$ Feet, $V_i \approx 220$ Knots, G.W. $\approx 11,200$ Pounds	609
A-155	C.G. Position F.S. 243.0, Configuration: C R Wind-up Turn to the Left, Maximum Normal Load Factor 2.6g's, A/C No. 62-4506, Test 79.0F $H_i \approx 8200$ Feet, $V_i \approx 220$ Knots, G.W. $\approx 11,200$	610
A-156	Pounds, C.G. Position F.S. 243.0, Configuration: C R Push Over to Normal Load Factor of $0.5g's$, A/C No. 62-4505, Test 9.0F, $H_i \approx 12,000$ Feet, $V_{i_{Trim}} \approx 220$ Knots, G.W. $\approx 11,105$ Pounds, C.G.	611
A-157	Position F.S. 243.0, Configuration: C R Accelerated Stall in Left Turn, A/C No. 62-4505, Test 9.0F, $H_i \approx 12,000$ Feet, $V_{iTrim} \approx 130$ Knots,	612
A-158	G.W. \approx 10, 160 Pounds, C.G. Position F.S. 239.0, Configuration: P A Accelerated Stall in Left Turn, A/C No. 62-4505, Test 9.0F, $H_i \approx 12,000$ Feet, V_i Trim ≈ 130 Knots,	613
A-159	G.W. ≈ 10,100 Pounds, C.G. Position F.S. 238.9, Configuration: P A Accelerated Stall in Left Turn, A/C No. 62-4505,	614
	Test 9.0F, $H_i \approx 12,000$ Feet, $V_{iTrim} \approx 130$ Knots, G.W. $\approx 10,100$ Pounds, C.G. Position F.S. 238.9, Configuration: P A	615

FIG	URE	PAGE
A-1	Accelerated Stall in Left Turn, A/C No. 62-4505, Test 9.0F, $H_i \approx 12,000$ Feet, $V_{iTrim} \approx 130$ Knots,	
A-1	G.W. ≈ 10,100 Pounds, C.G. Position F.S. 238.9, Configuration: P A Accelerated Stall in Right Turn, A/C No. 62-4505, Test 9.0F, H _i ≈ 12,000 Feet, V _{iTrim} ≈ 130 Knots,	616
A-1	 G.W. ≈ 10,020 Pounds, C.G. Position F.S. 238.8, Configuration: P A Accelerated Stall in Right Turn, A/C No. 62-4505, Test 9.0F, H_i ≈ 12,000 Feet, V_iTrim ≈ 130 Knots, 	617
A-1	G.W. \approx 10,020 Pounds, C.G. Position F.S. 238.8, Configuration: P A Accelerated Stall in Right Turn, A/C No. 62-4505, Test 9.0F, $H_i \approx 12,000$, $V_{i Trim} \approx 130 Knots$,	618
A-10	G.W. \approx 10,020 Pounds, C.G. Position F.S. 238.8, Configuration: P A Accelerated Stall in Right Turn, A/C No. 62-4505, Test 9.0F, $H_i \approx 13,500$ Feet, V_{i} Trim ≈ 130 Knots,	619
A-10	G.W. \approx 9800 Pounds, C.G. Position F.S. 238.7, Configuration: L Accelerated Stall in Right Turn, A/C No. 62-4505, Test 9.0F, $H_i \approx 13,000$ Feet, V_{i} $Trim \approx 130$ Knots,	620
A-10	G.W. \approx 9800 Pounds, C.G. Position F.S. 238.7, Configuration: L Accelerated Stall in Right Turn, A/C No. 62-4505, Test 9.0F, $H_i \approx 13,000$ Feet, $V_{iTrim} \approx 130$ Knots,	621
	$G.W. \approx 9800$ Pounds, C.G. Position F.S. 238.7, Configuration: L	622

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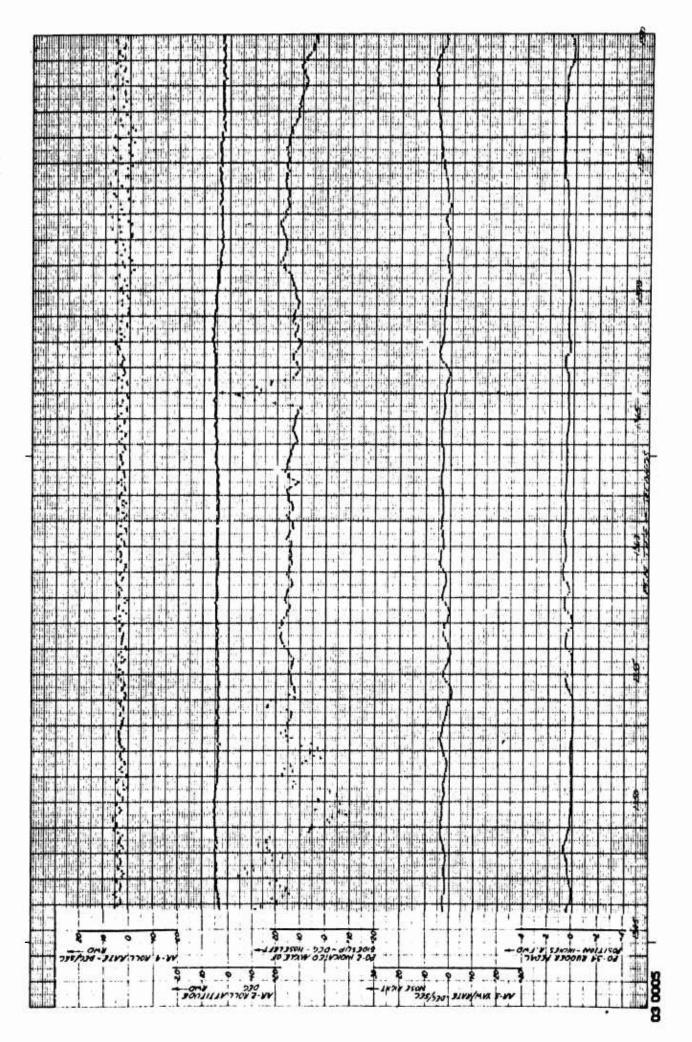


Figure A-1 Steady-State Sideslips, A/C No. 62-4506, Test 23.0F, 15 Feet Above Runway, $V_i\approx 10$ Knots, $\beta_{vindicated}\approx -7.0^{\circ}$ Sheet 1 of 2

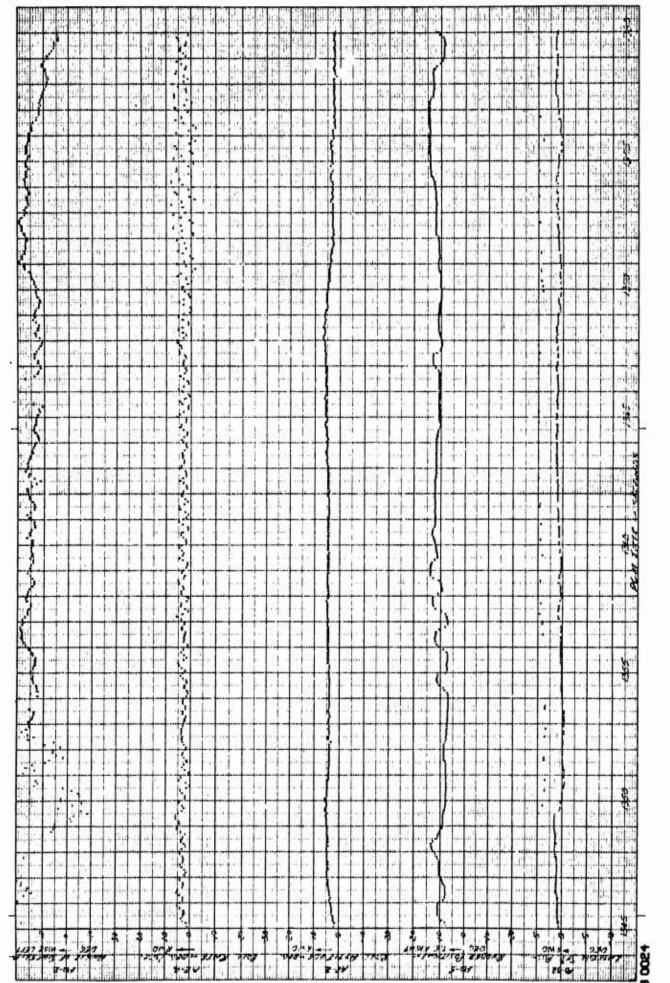
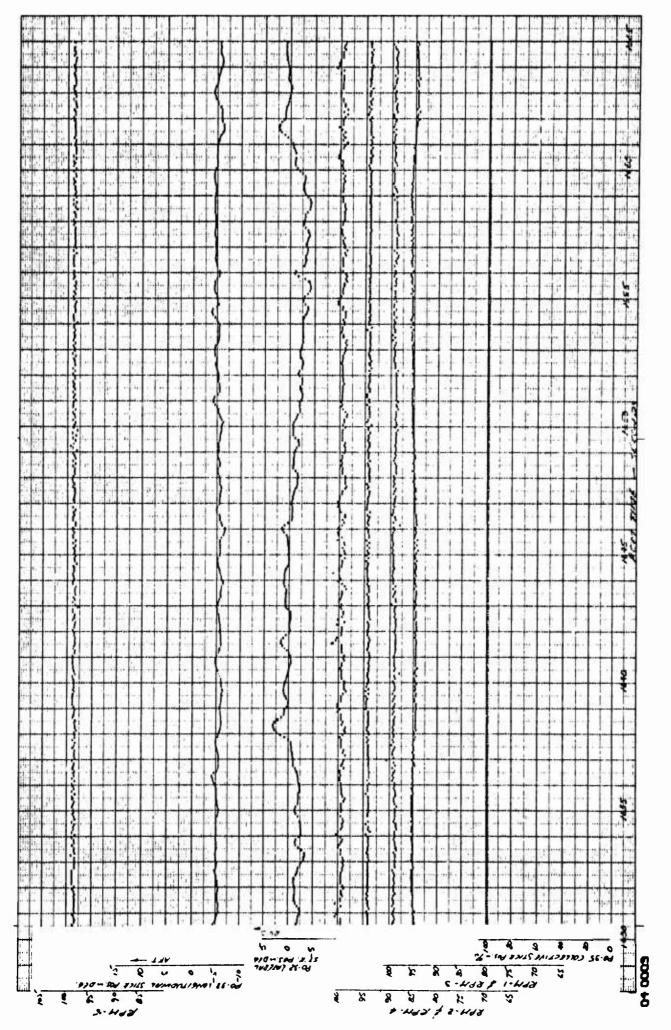
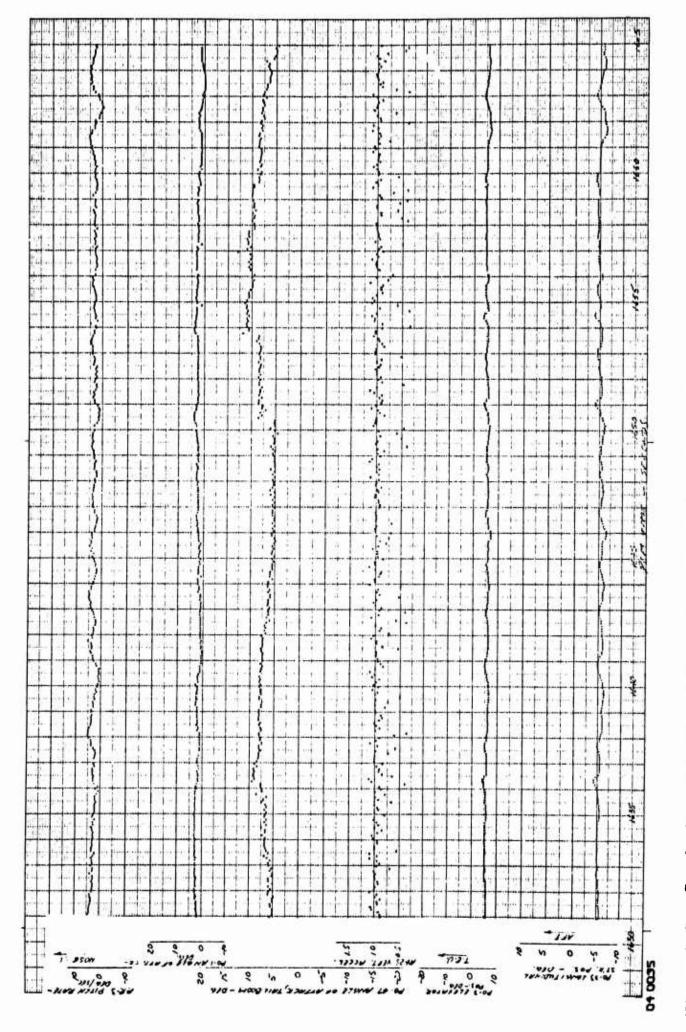


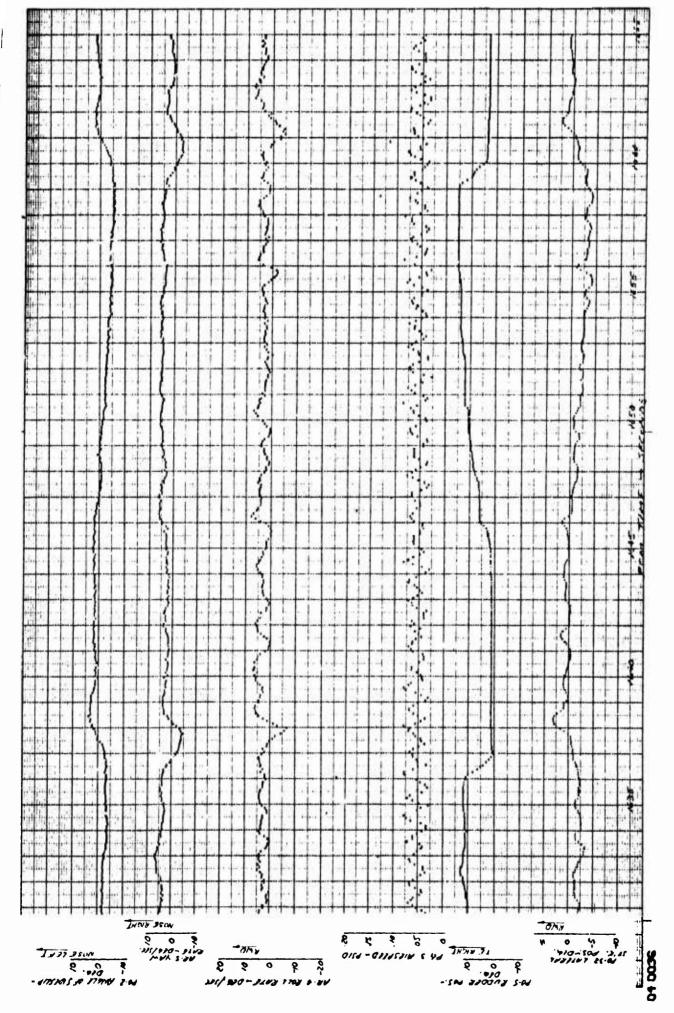
Figure A-1 Steady-State Sideslips, A/C No. 62-4506, Test 23.0F, 15 Feet Above Runway, $V_i \approx 10$ Knots, $\beta_{vindicated} \approx -7.0^{\circ}$ Sheet 2 of 2



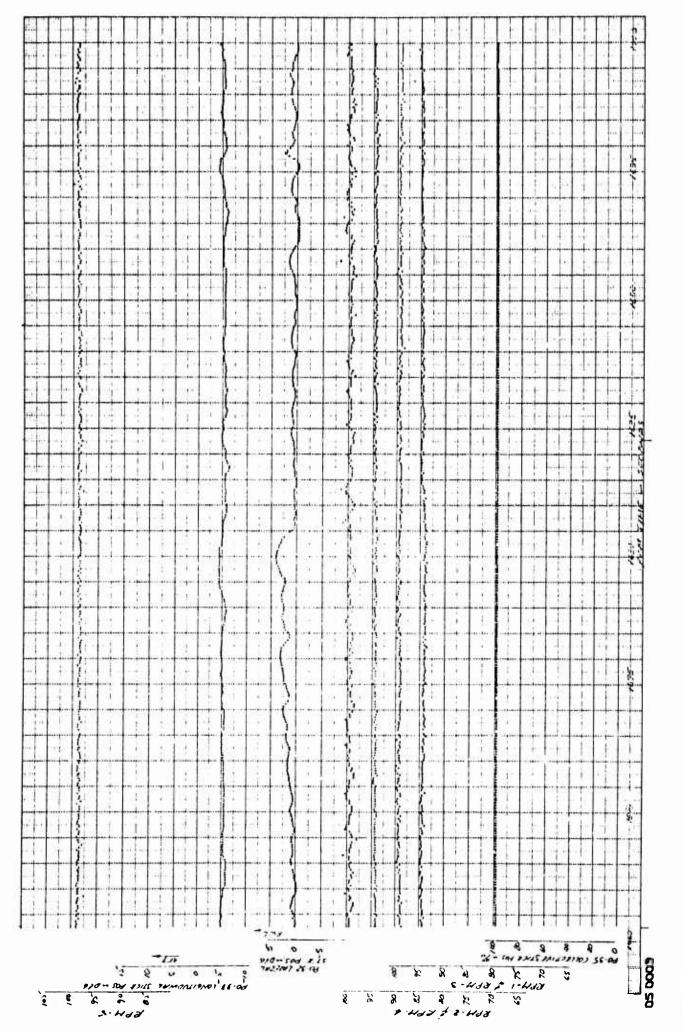
 \approx 6,000 Feet, $V_{i}\approx$ 50 Knots, H Steady-State Sideslips, A/C No. 62-4506, Test 55.0F, Sheet 1 of 3 $\approx 20^{\circ}$ eta VIndicated $^{ ilde{ ilde{\pi}}}$ Figure A-2



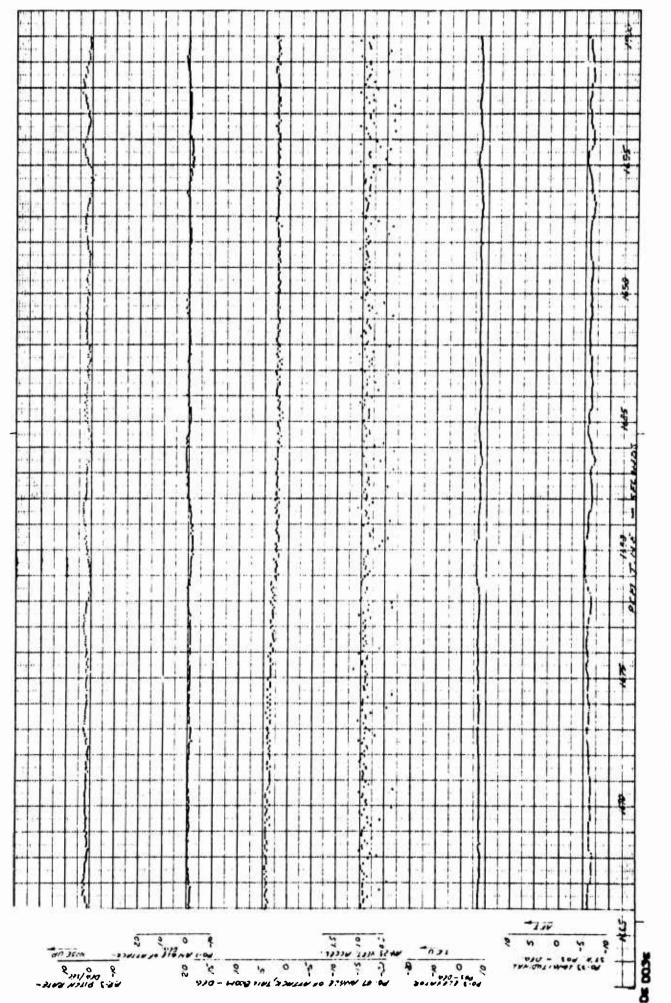
 \approx 6,000 Feet, $v_i\approx$ 50 Knots, Steady-State Sideslips, A/C No. 62-4506, Test 55.0F, H Sheet 2 of 3 β VIndicated $\approx 20^{\circ}$ Figure A-2



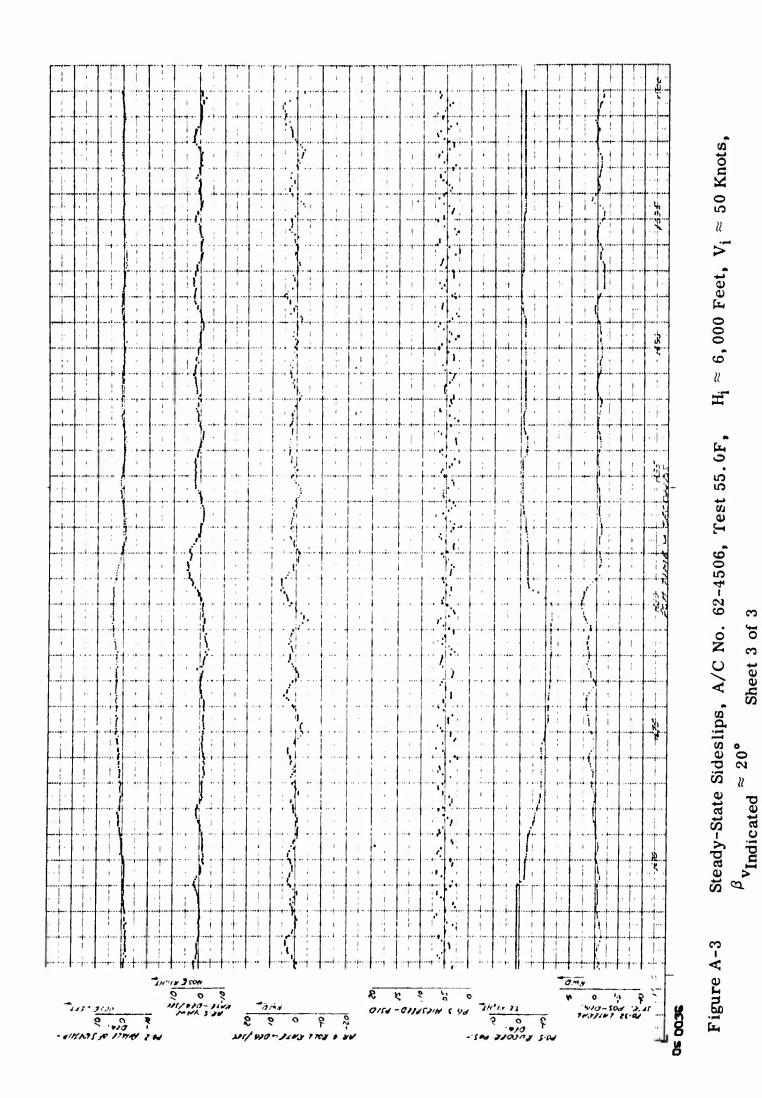
50 Knots, u >,, ≈ 6,000 Feet, Steady-State Sideslips, A/C No. 62-4506, Test 55.0F, Sheet 3 of $\approx 20^{\circ}$ Figure A-2

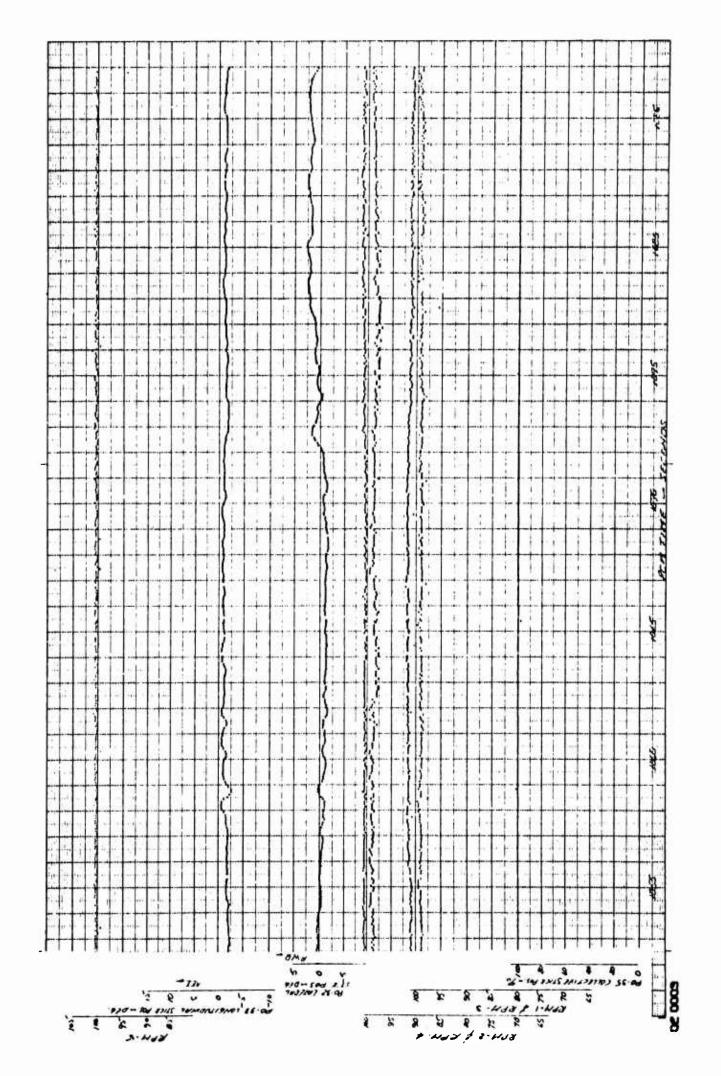


6,000 Feet, $V_i \approx 50$ Knots, U Ë Steady-State Sideslips, A/C No. 62-4506, Test 55.0F, Sheet 1 of $\approx 20^{\circ}$ $^{eta}^{
m V}$ Indicated Figure A-3

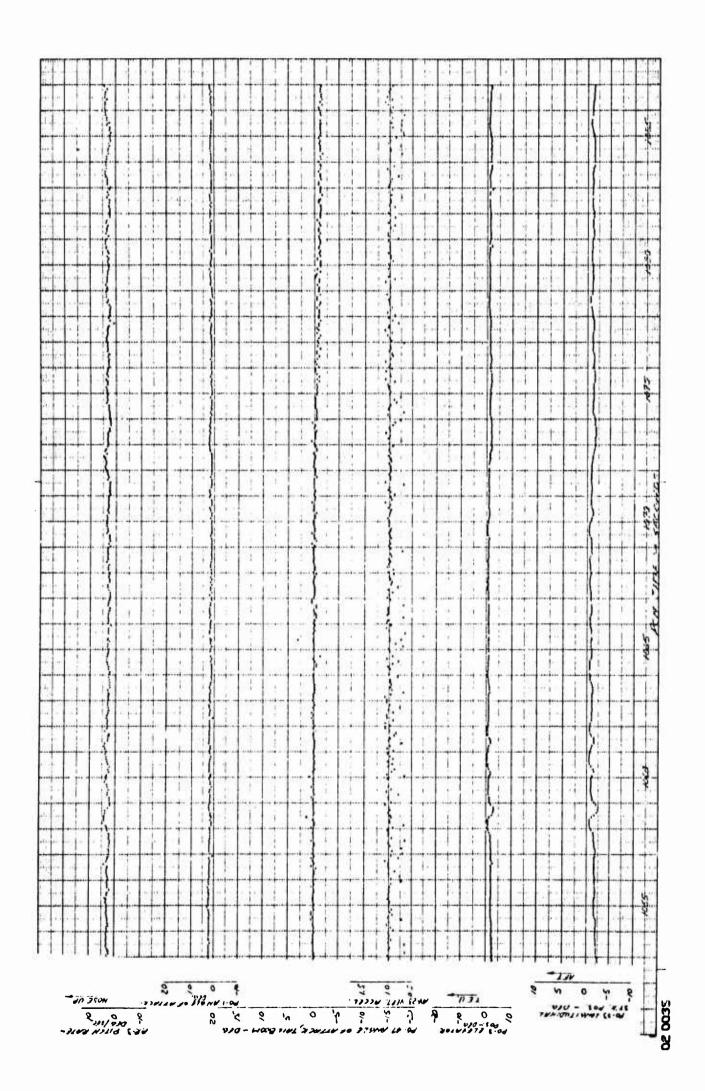


50 Knots, u 6,000 Feet, Vi u H Steady-State Sideslips, A/C No. 62-4506, Test 55.0F, $$\beta$_{\rm V}$ Indicated $^\approx 20^{\circ}$ Sheet 2 of 3 Figure A-3

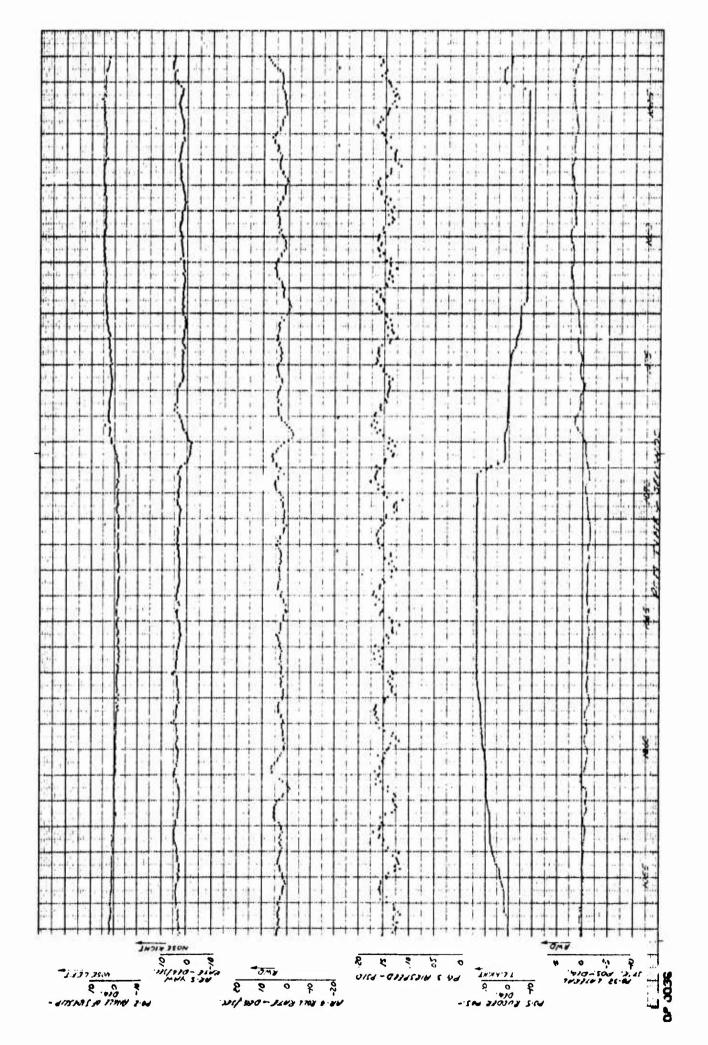




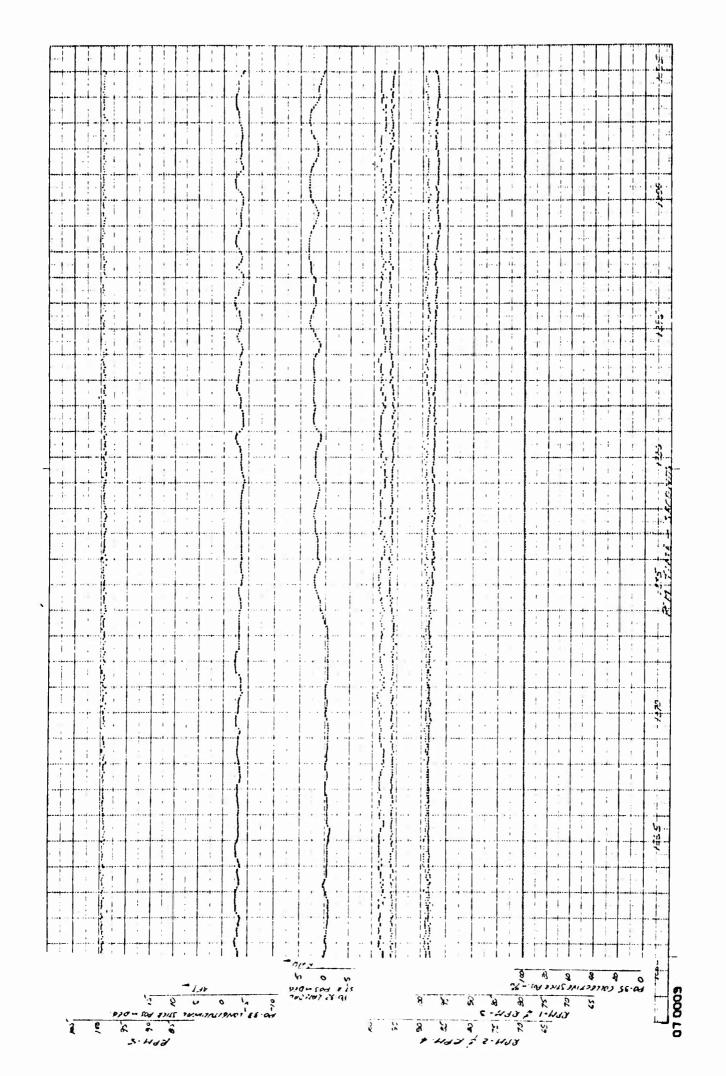
 \approx 6,000 Feet, $V_{i}\approx$ 75 Knots, H Steady-State Sideslips, A/C No. 62-4506, Test 56.0F, β Indicated $\approx 40^{\circ}$ Sheet 1 of 3 Figure A-4



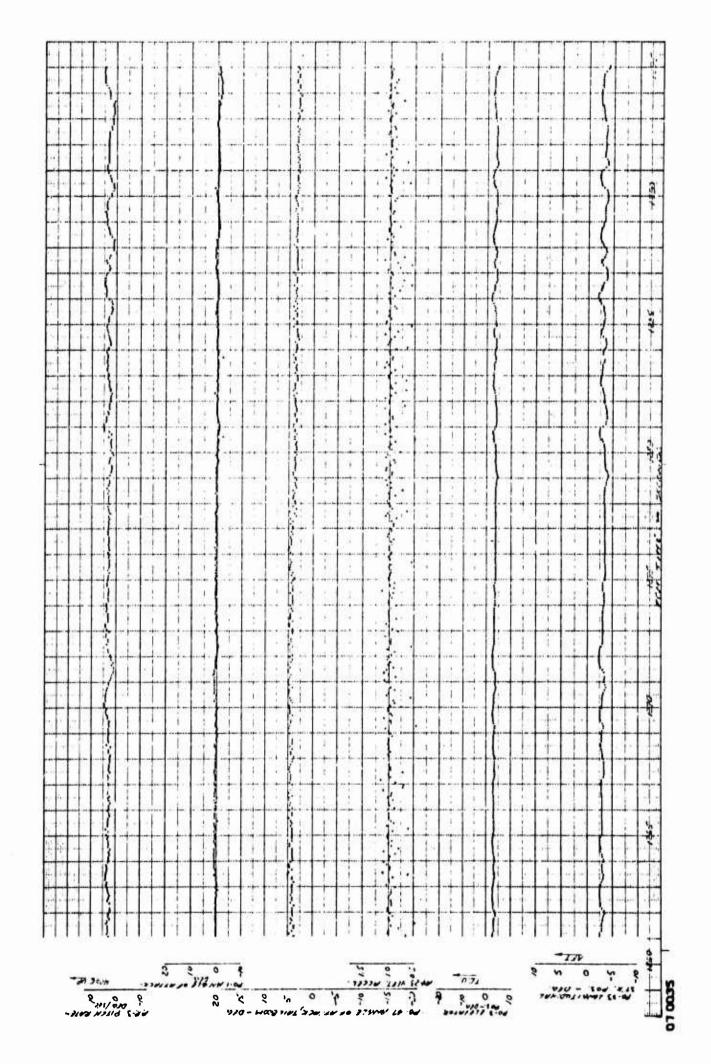
 $H_i\approx 6,000$ Feet, $V_i\approx 75$ Knots, Steady-State Sideslips, A/C No. 62-4506, Test 56.0F, Sheet 2 of β^{V} Indicated $\approx 40^{\circ}$ Figure A-4



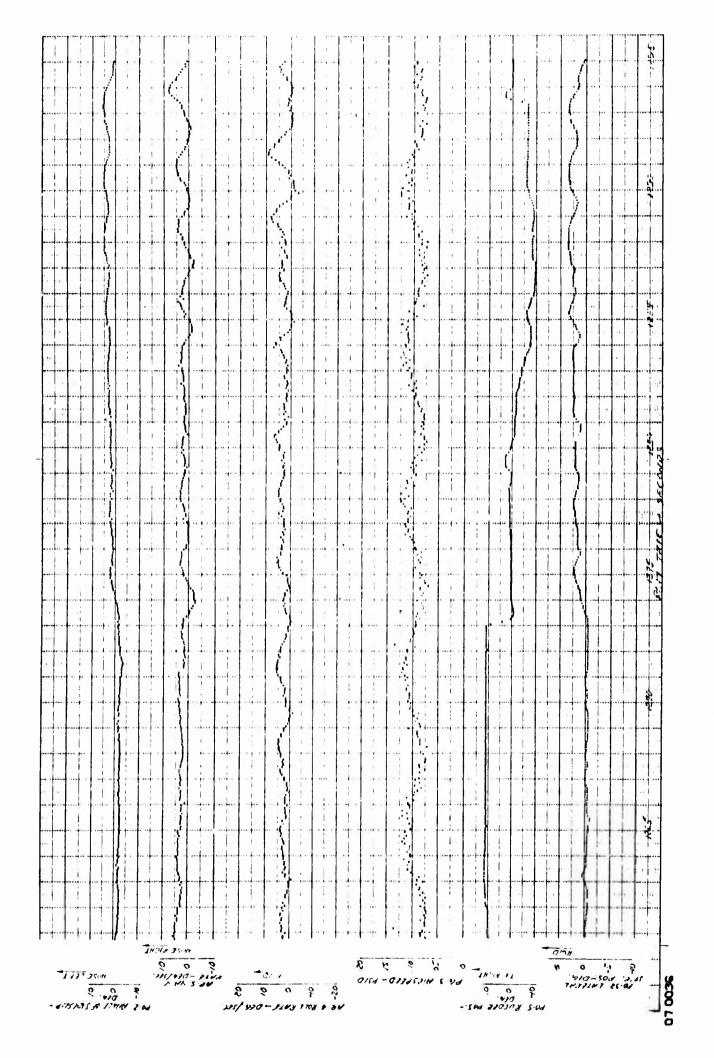
~ 75 Knots, > $H_{l}\approx$ 6,000 Feet, Steady-State Sideslips, A/C No. 62-4506, Test 56.0F, Sheet 3 of ≈ 40° $^{eta}^{ extsf{v}}$ Indicated $^{ extsf{ iny E}}$ Figure A-4



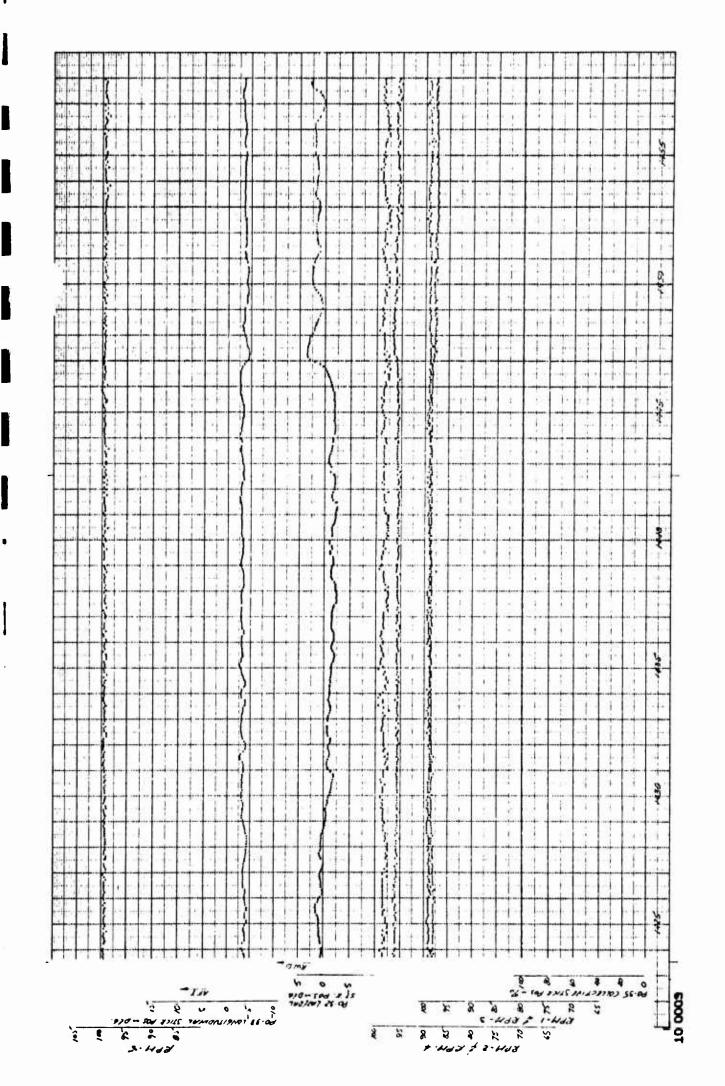
6,000 Feet, $V_i \approx 60$ Knots, uH Steady-State Sideslips, A/C No. 62-4506, Test 56.0F, Sheet 1 of 3 $\beta_{
m VIndicated} \approx 30^{\circ}$ Figure A-5



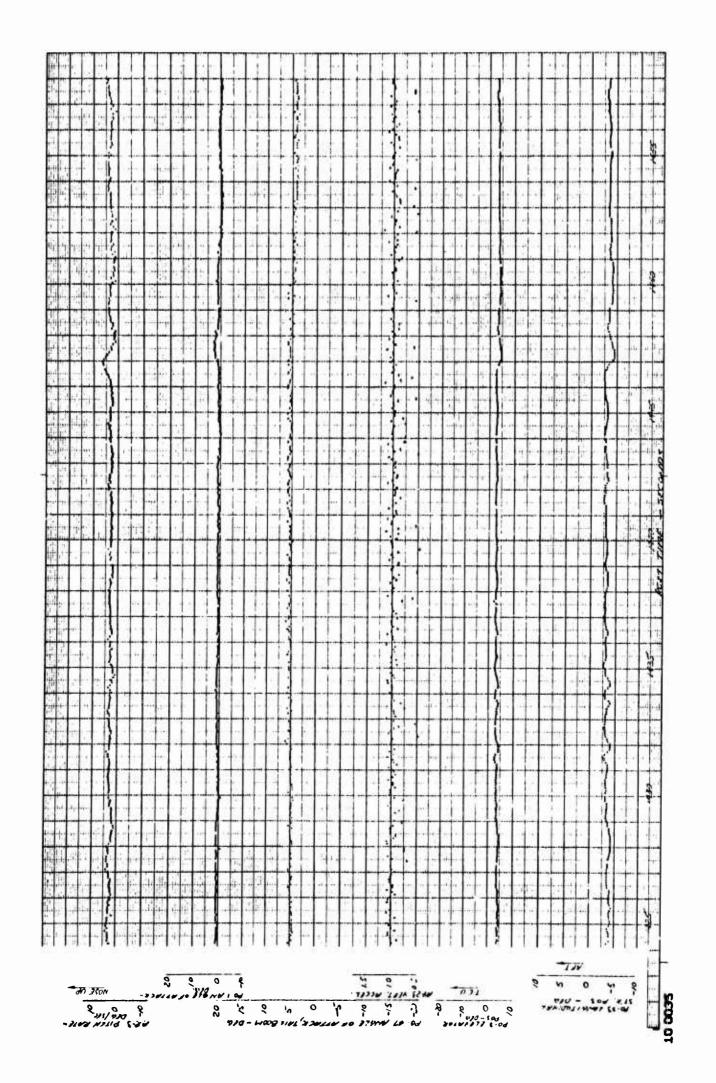
 \approx 6,000 Feet, V_{i} \approx 60 Knots, H. Steady-State Sideslips, A/C No. 62-4506, Test 56.0F, Sheet 2 of 3 $\beta_{
m VIndicated} \approx 30^{\circ}$ Figure A-5



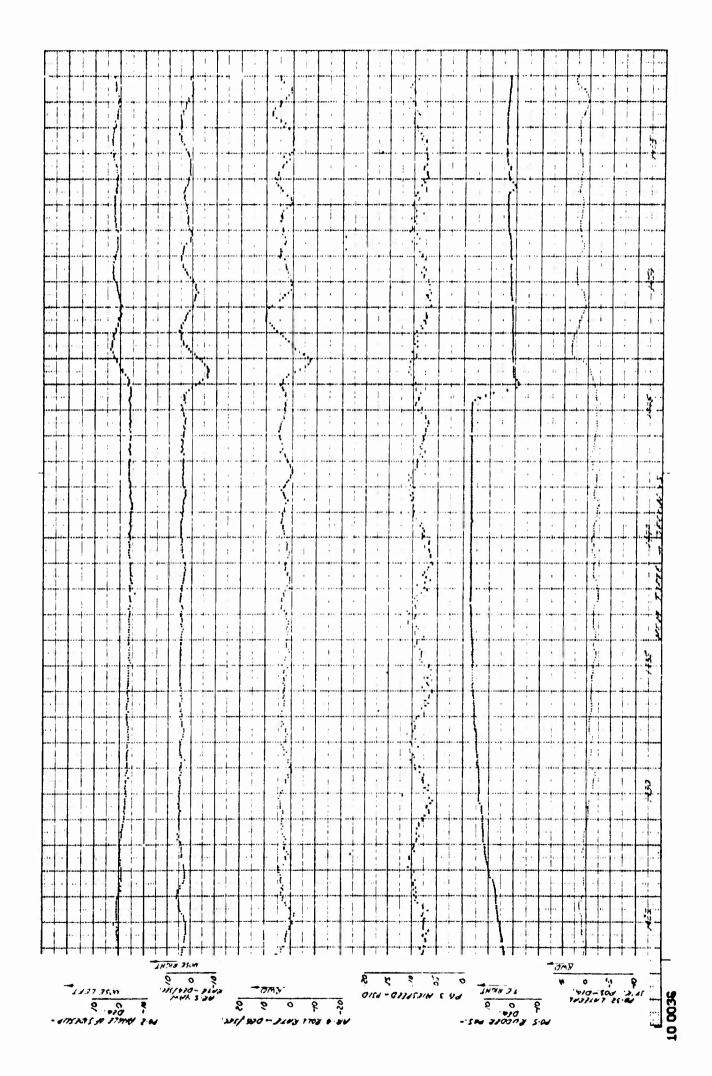
 \approx 6,000 Feet, V_i \approx 60 Knots, Steady-State Sideslips, A/C No. 62-4506, Test 56.0F, Sheet 3 of $\approx 30^{\circ}$ Figure A-5



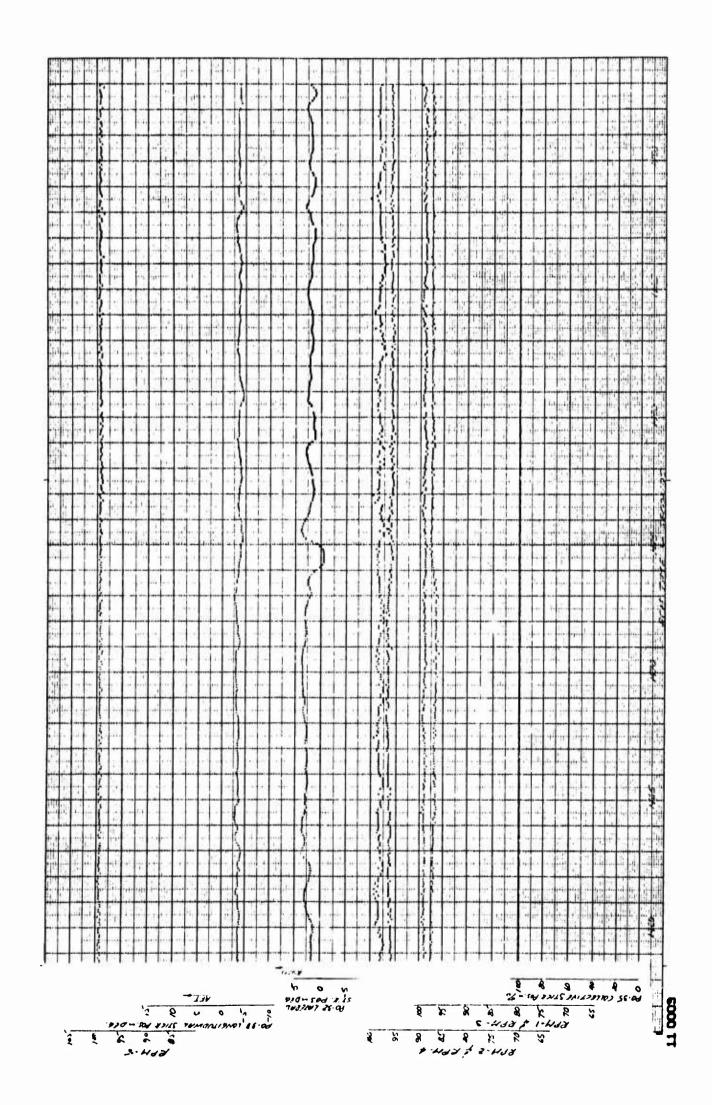
6,000 Feet, $V_i \approx 60$ Knots, u H. Steady-State Sideslips, A/C No. 62-4506, Test 56.0F, Sheet 1 of 3 $\beta_{
m VIndicated} \approx 30^{\circ}$ Figure A-6



 $H_i\approx 6,000$ Feet, $V_i\approx 60$ Knots, Steady-State Sideslips, A/C No. 62-4506, Test 56.0F, Sheet 2 of 3 $\beta_{
m VIndicated} \approx 30^{\circ}$ Figure A-6

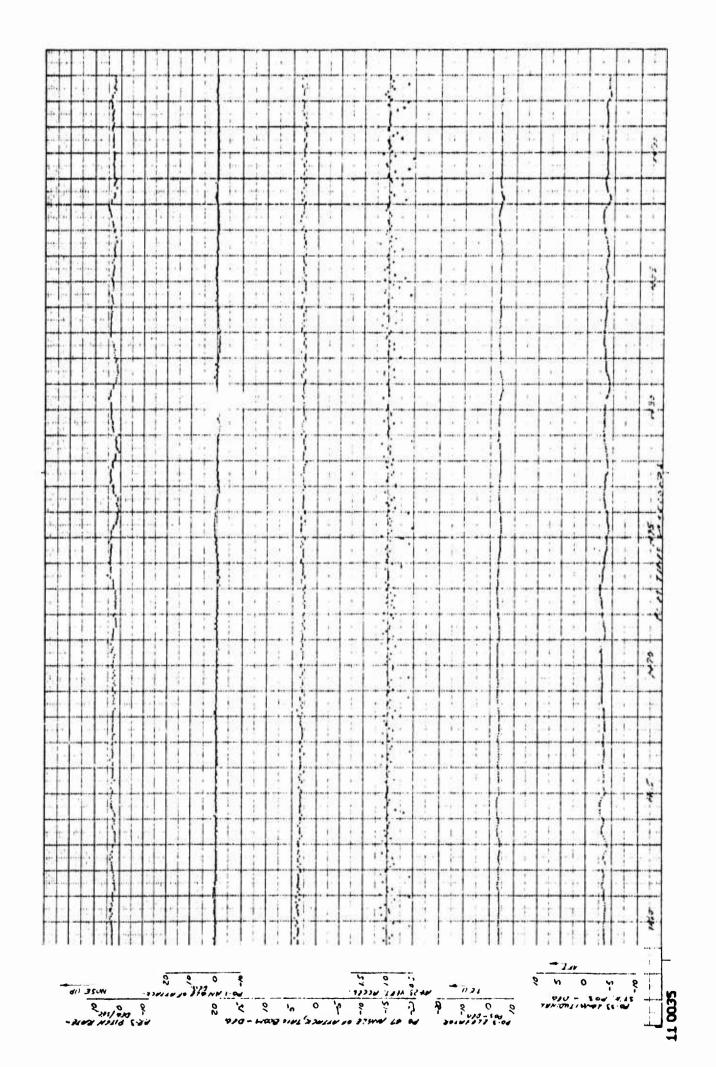


 \approx 6,000 Feet, $V_i\approx$ 60 Knots, Steady-State Sideslips, A/C No. 62-4506, Test 56.0F, Sheet 3 of Figure A-6

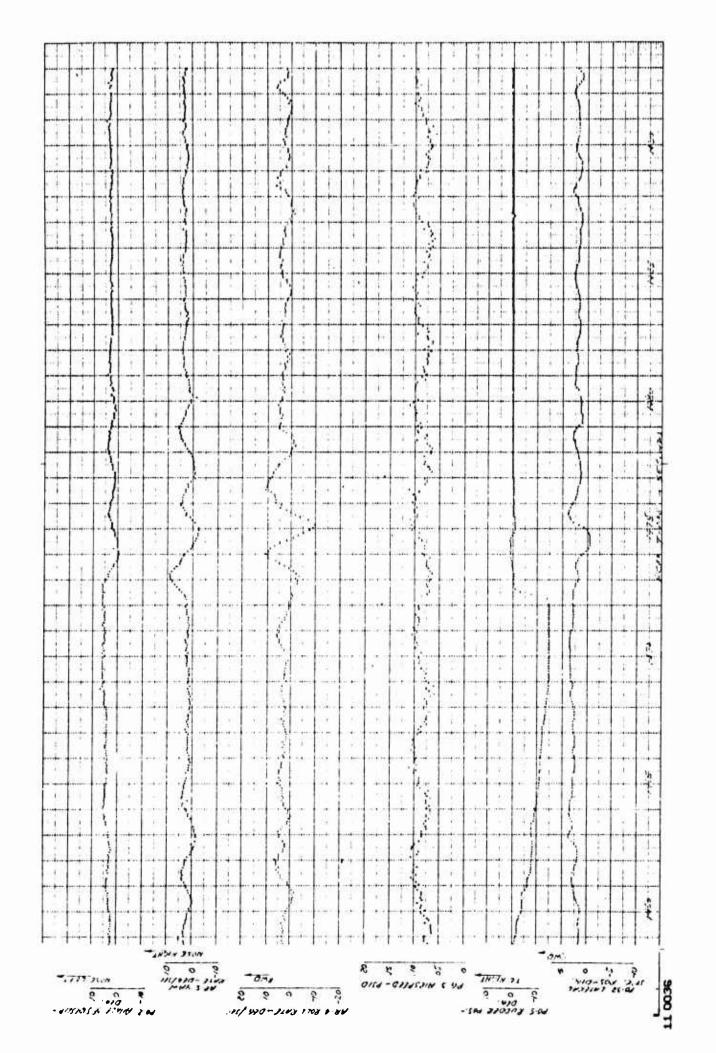


 \approx 6,000 Feet, V_{i} \approx 60 Knots, H Steady-State Sideslips, A/C No. 62-4506, Test 56.0F, Sheet 1 of 3 $^{\beta}_{\text{Undicated}} \approx 30^{\bullet}$ Figure A-7

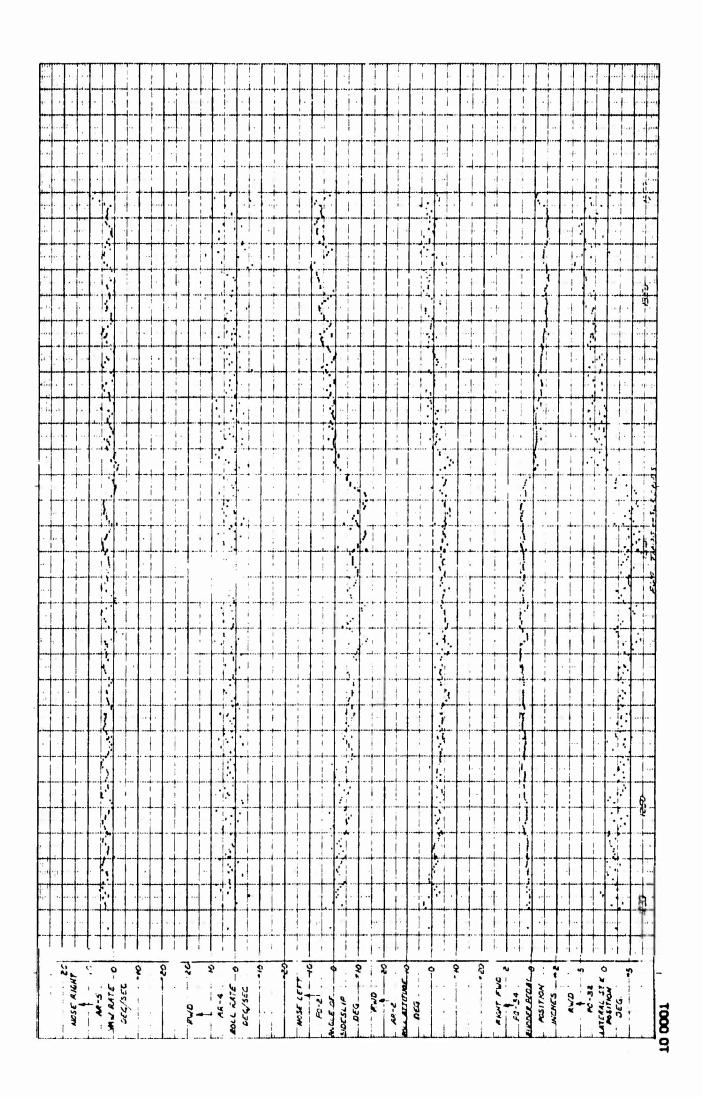
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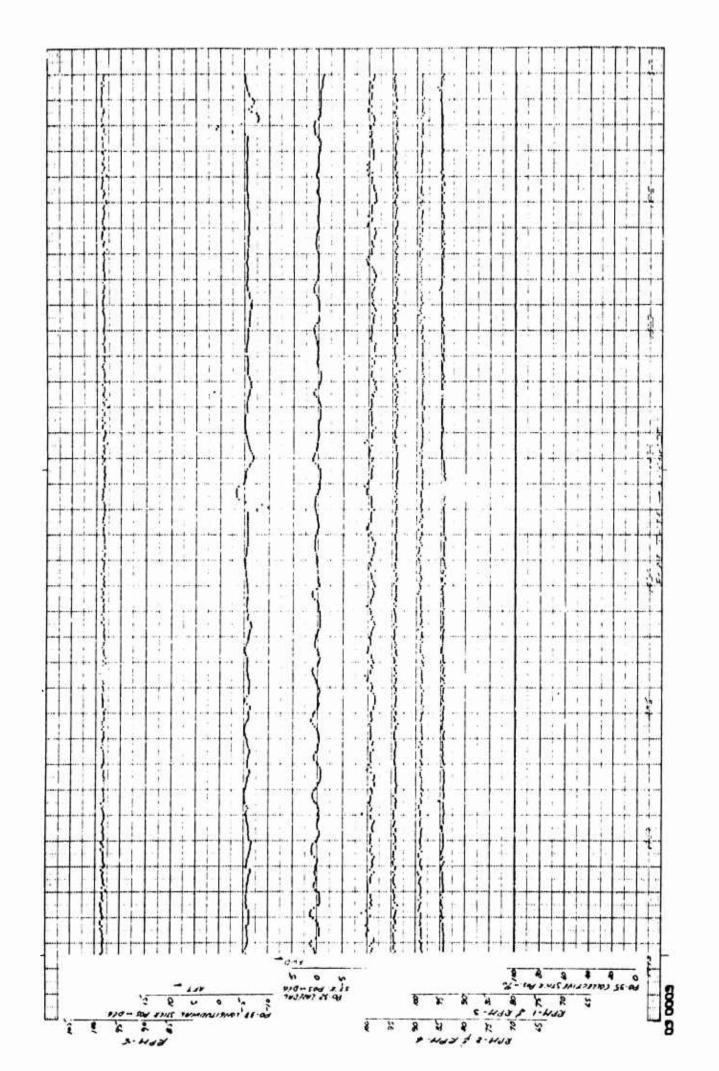
 \approx 6,000 Feet, $V_i\approx 60$ Knots, H Steady-State Sideslips, A/C No. 62-4506, Test 56.0F, β Vindicated $^\approx$ 30° Sheet 2 of 3 Figure A-7



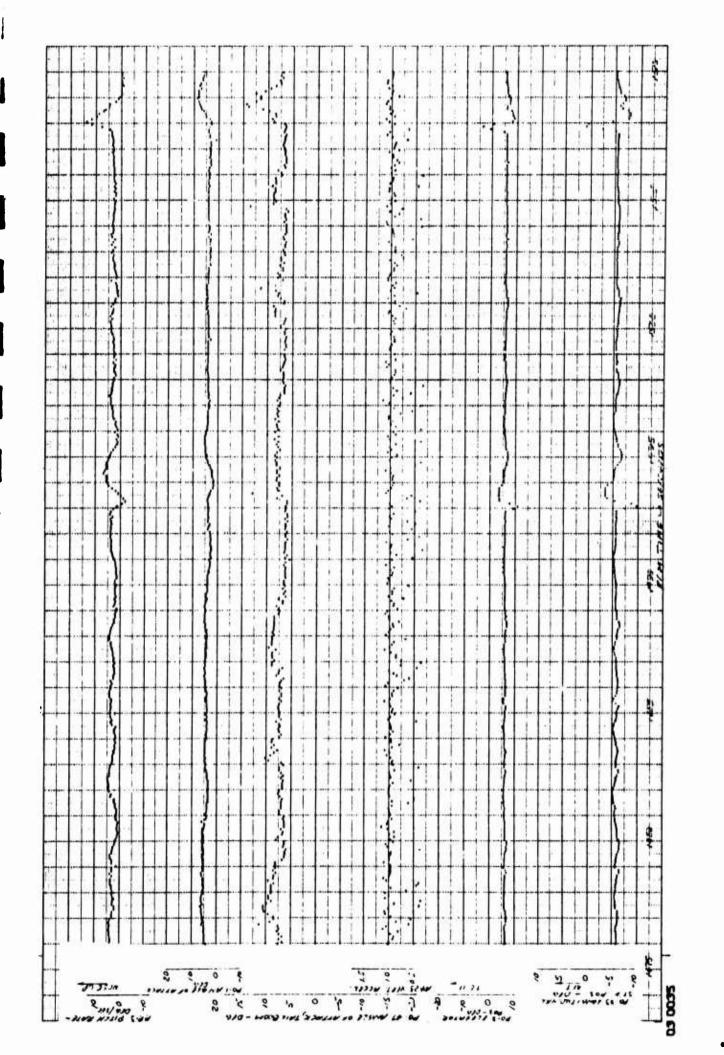
 $\approx 60 \text{ Knots},$ 6,000 Feet, V_i 2 H. Steady-State Sideslips, A/C No. 62-4506, Test 56.0F, β Vindicated $^\approx$ 30° Sheet 3 of 3



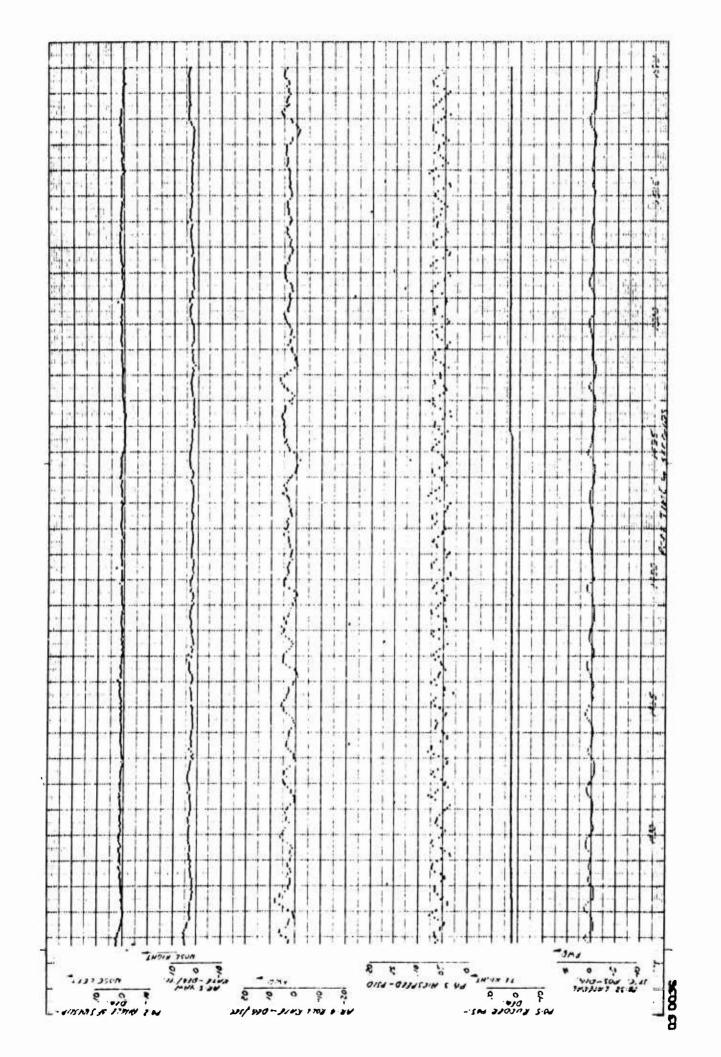
6,000 Feet, $V_i \approx 40$ Knots, u H Test 76.0F, Steady-State Sideslips, A/C No. 62-4506, β vIndicated $\approx 11^{\circ}$ Figure A-8



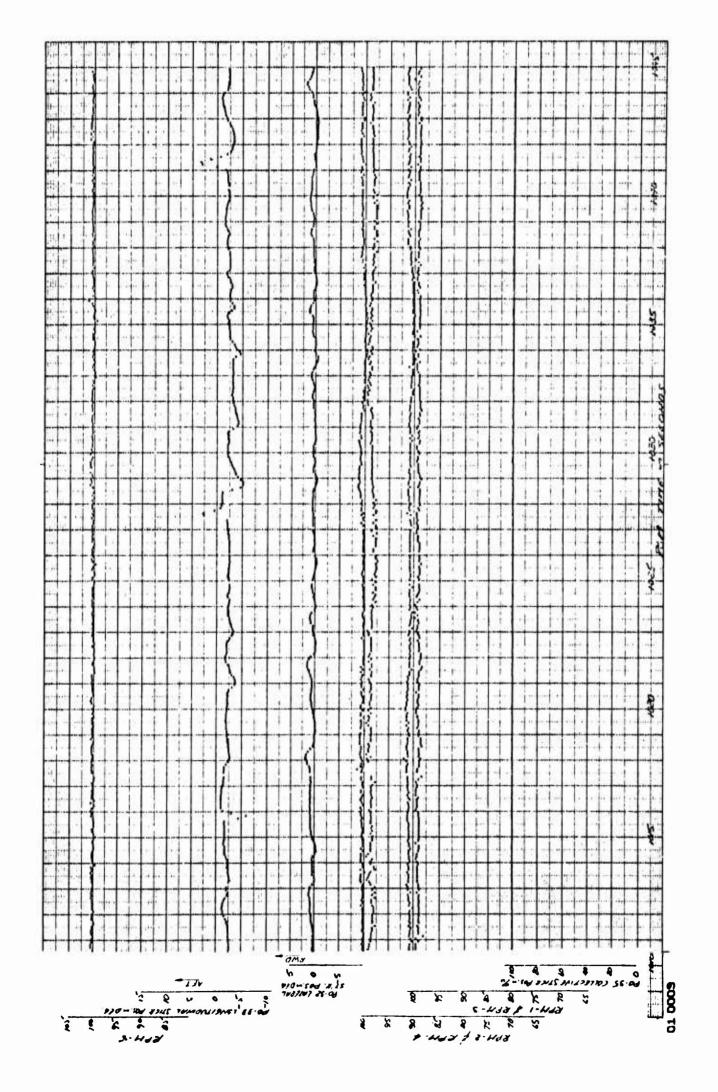
≈ 50 Knots, $\approx 6,000$ Feet, V_i Test 55.0F, Hi Longitudinal Control Disturbance, A/C No. 62-4506, $\beta_{\rm Vindicated} \approx 20^{\circ}$, iH. T. $\approx 17.6^{\circ}$ Sheet 1 of 3 Figure A-9



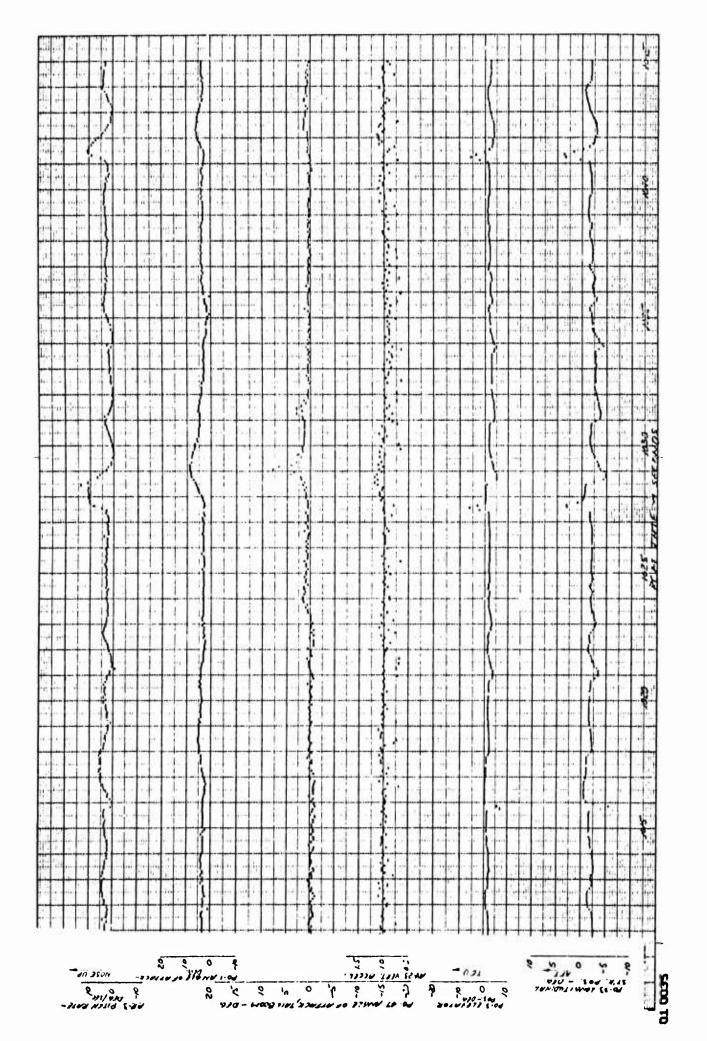
≈ 50 Knots, ≈ 6,000 Feet, Vi Test 55.0F, H_i Longitudinal Control Disturbance, A/C No. 62-4506, β Vindicated $\approx 20^{\circ}$, iH. T. $\approx 17.6^{\circ}$ Sheet 2 of 3 Figure A-9



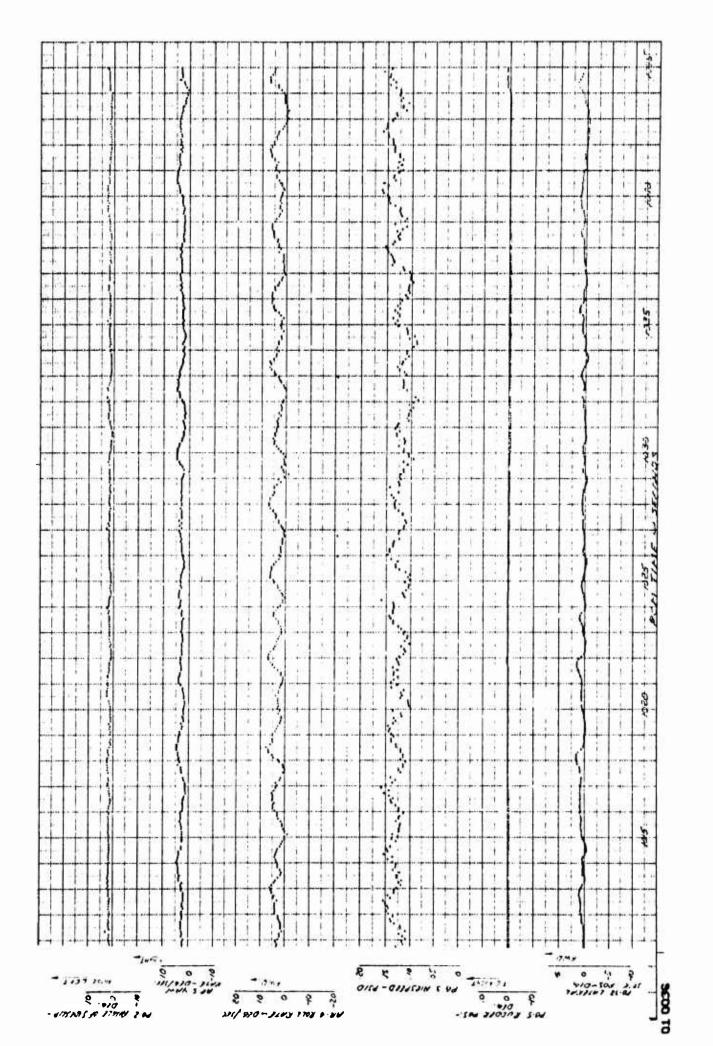
 $\approx 50 \text{ Knots}$, $\approx 6,000$ Feet, V_i Longitudinal Control Disturbance, A/C No. 62-4506, Test 55.0F, Hi Sheet 3 of ≈ 17.6° $\approx 20^{\circ}$, iH. T. Figure A-9



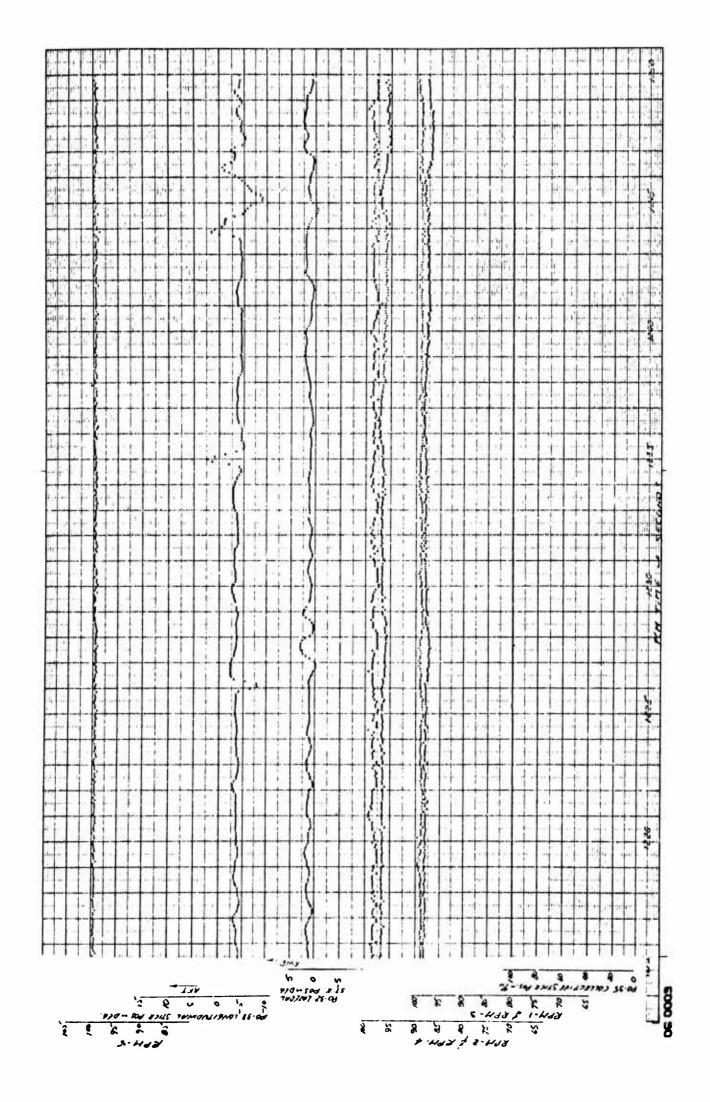
6,000 Feet, $V_i \approx$ 75 Knots, u Test 56.0F, H_l Figure A-10 Longitudinal Control Disturbance, A/C No. 62-4506, Sheet 1 of $\approx 11.3^{\circ}$ ≈ 40°, iH.T.



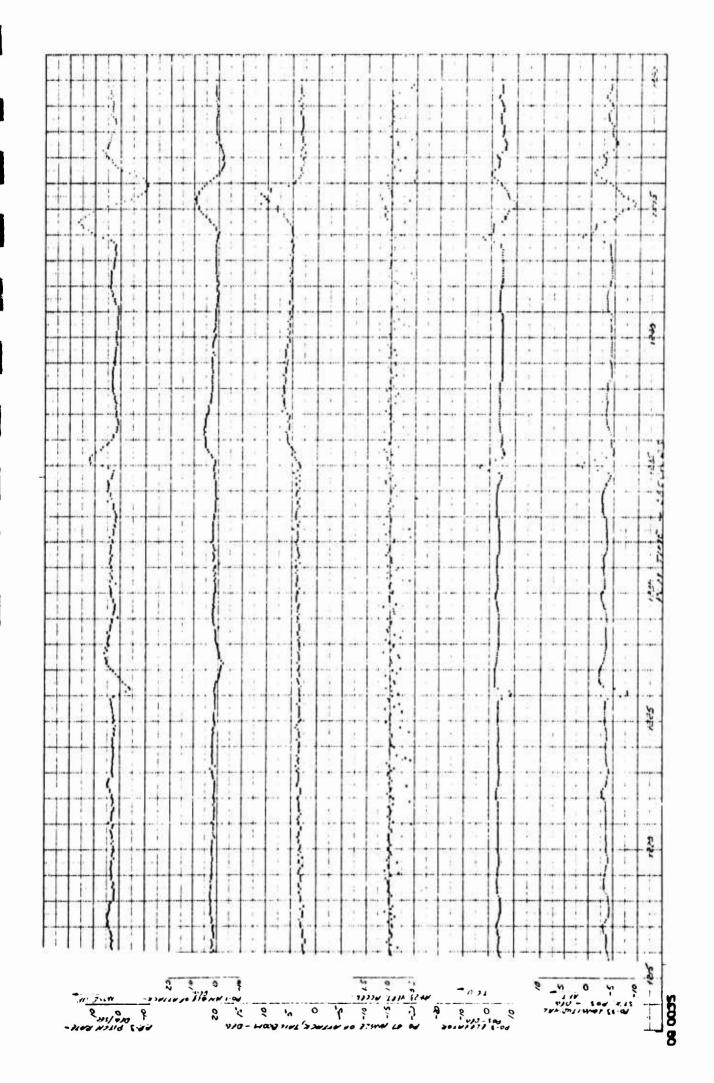
≈ 75 Knots, Figure A-10 Longitudinal Control Disturbance, A/C No. 62-4506, Test 56.0F, $H_{\rm l}\approx 6,000$ Feet, $V_{\rm l}$ Sheet 2 of $^{\beta}$ Undicated $^{\approx}$ 40°, iH.T. $^{\approx}$ 11.3°



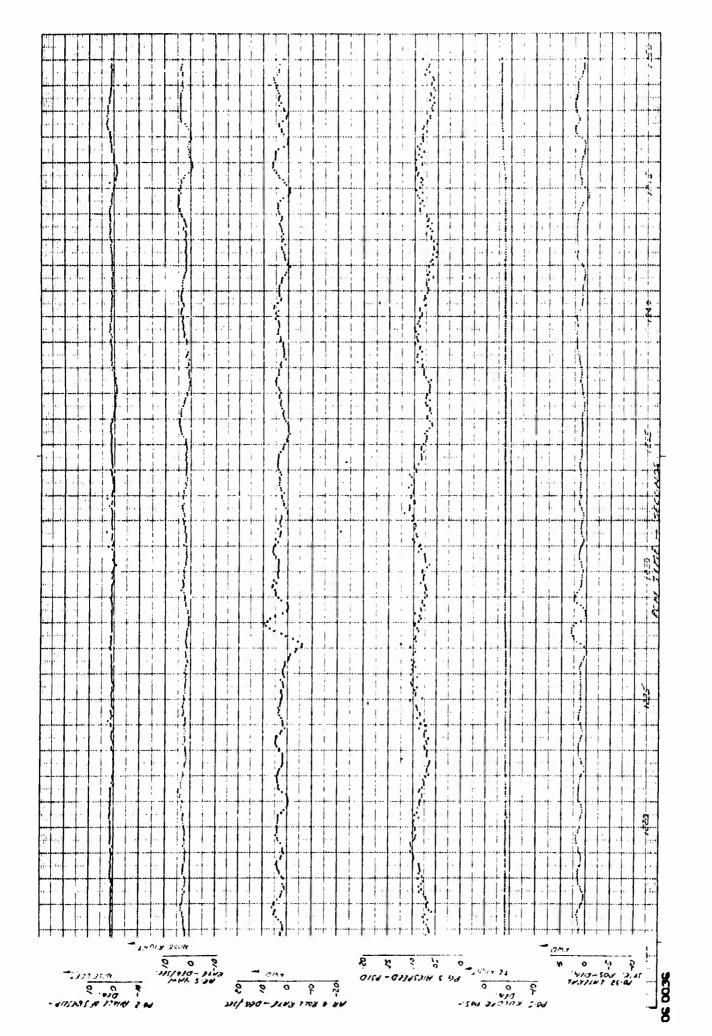
 \approx 6,000 Feet, $V_{l}\approx$ 75 Knots, Test 56.0F, H₁ Longitudinal Control Disturbance, A/C No. 62-4506, Sheet 3 of 3 11.3° u β VIndicated $\approx 40^{\circ}$, iH.T. Figure A-10



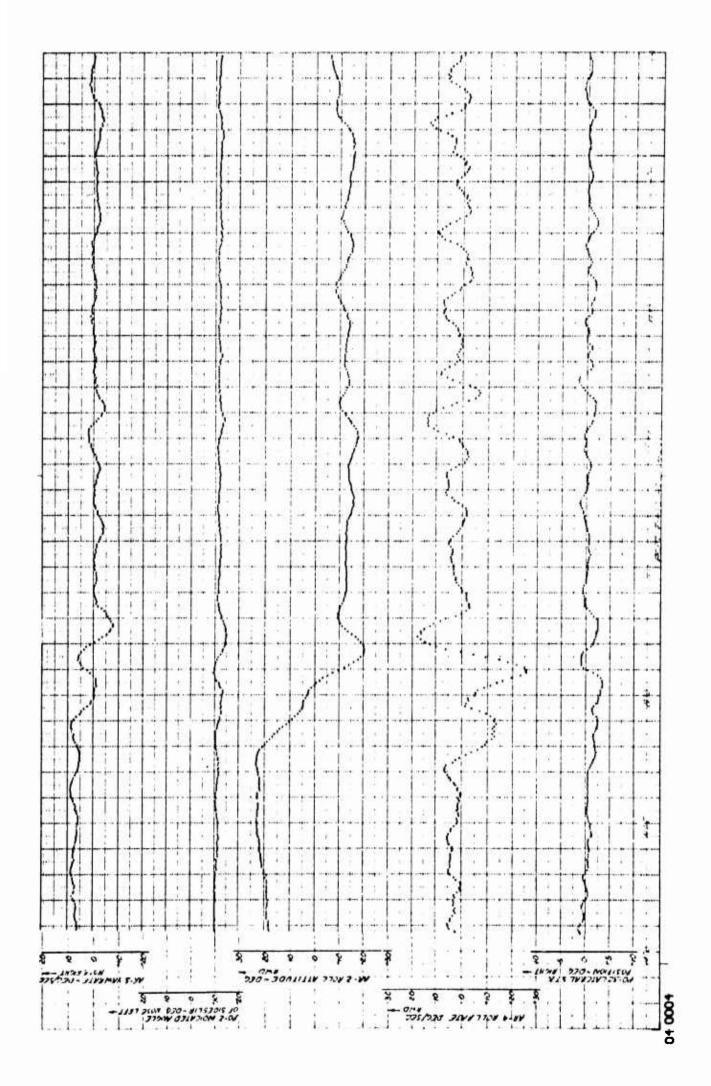
Longitudinal Control Disturbance, A/C No. 62-4506, Test 56.0F, $H_i\approx 6,000$ Feet, $V_i\approx 60$ Knots, β Vindicated $\approx 30^{\circ}$, iH,T , $\approx 16.9^{\circ}$ Sheet 1 of 3 Figure A-11



60 Knots, u \approx 6,000 Feet, V_{i} Test 56.0F, H_i Longitudinal Control Disturbance, A/C No. 62-4506, β Vindicated $\approx 30^{\circ}$, i.H. T. $\approx 16.9^{\circ}$ Sheet 2 of 3 Figure A-11



≈ 60 Knots, <u>\</u> ≈ 6,000 Feet, Longitudinal Control Disturbance, A/C No. 62-4506, Test 56.0F, Hi Sheet 3 of $\approx 16.9^{\circ}$ β Vindicated ≈ 30 °, iH.T. Figure A-11



Right to Left 20° Bank to Bank Roll, A/C No. 62-4506, Test 32.0F, $H_i\approx 3$,000 Feet, $V_i\approx 90$ Knots, β Vindicated ≈ 42 ° Sheet 1 of 2 Figure A-12

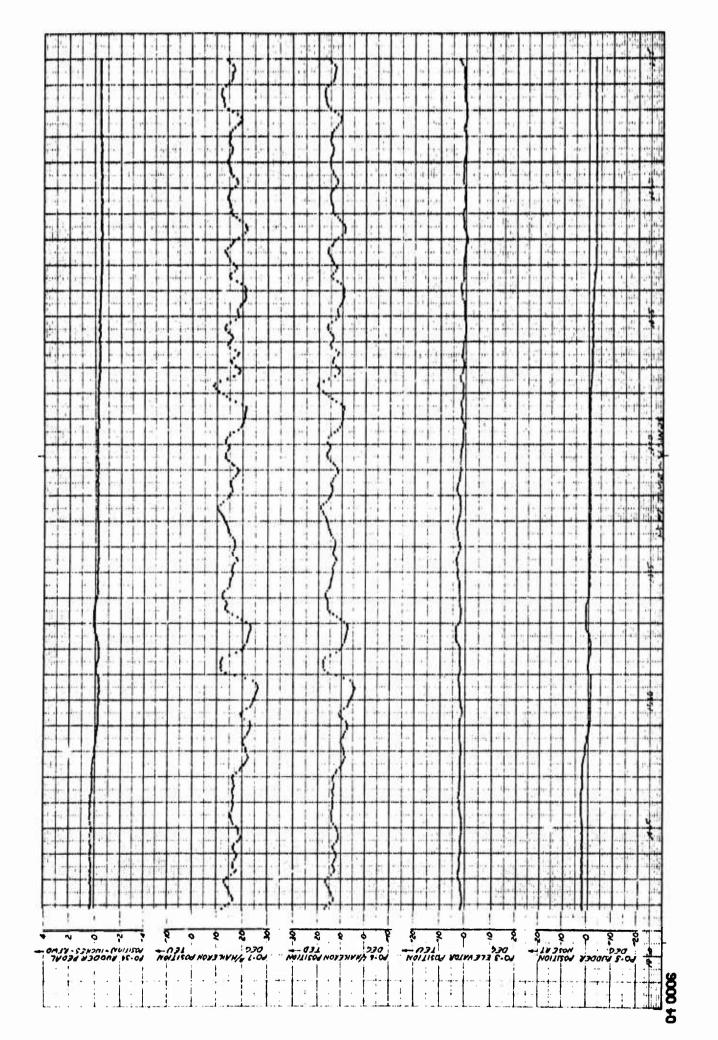
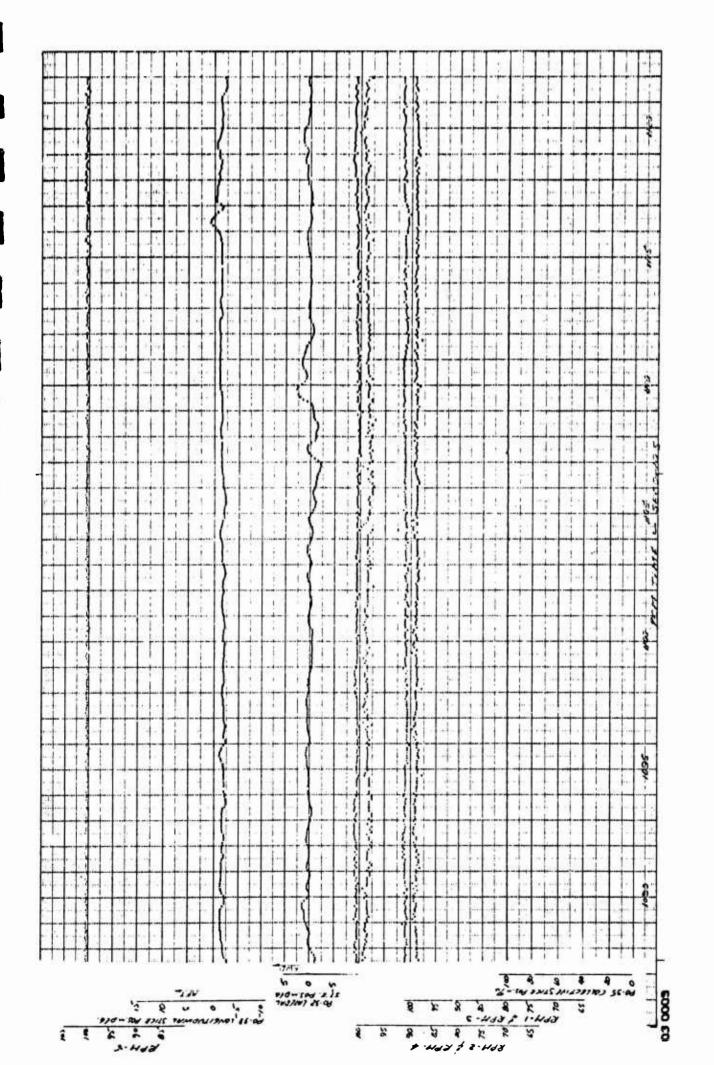


Figure A-12 Right to Left 20° Bank to Bank Roll, A/C No. 62-4506, Test 32.0F, $H_i \approx 3,000$ Feet, $V_i \approx 90$ Knots, Sheet 2 of 2 β Vindicated $\approx 42^{\circ}$



Left to Right Roll Rudder Fixed, A/C No. 62-4506, Test 56.0F, $H_i\approx 6$,000 Feet, $V_i\approx 75$ Knots, $\beta_{Vindicated}\approx 40^{\circ}$ Sheet 1 of 3 Figure A-13

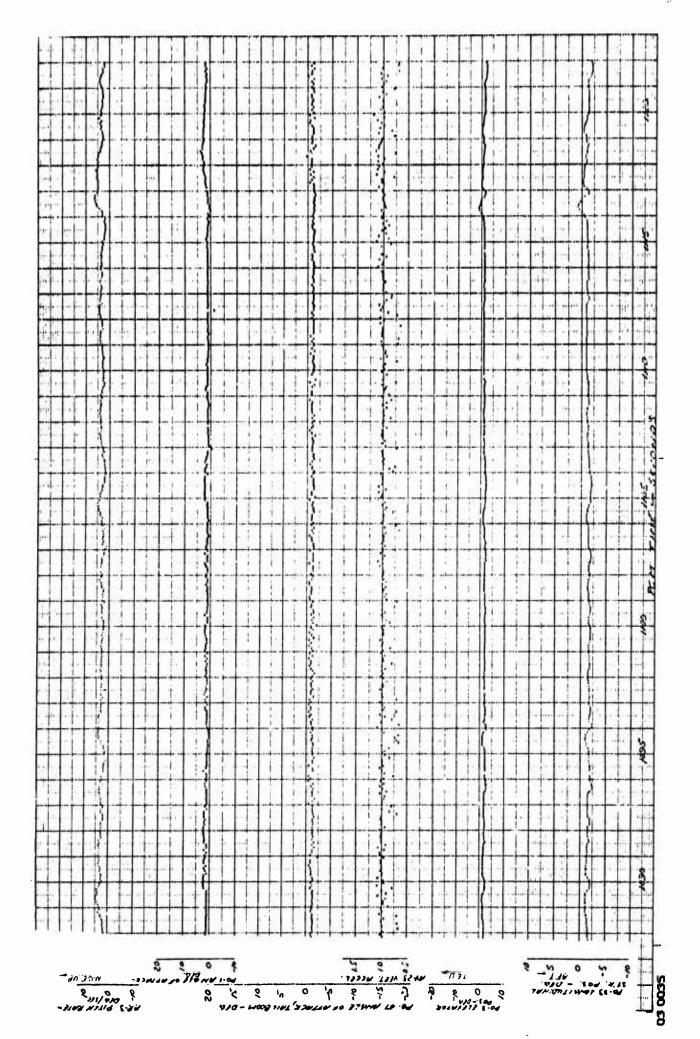
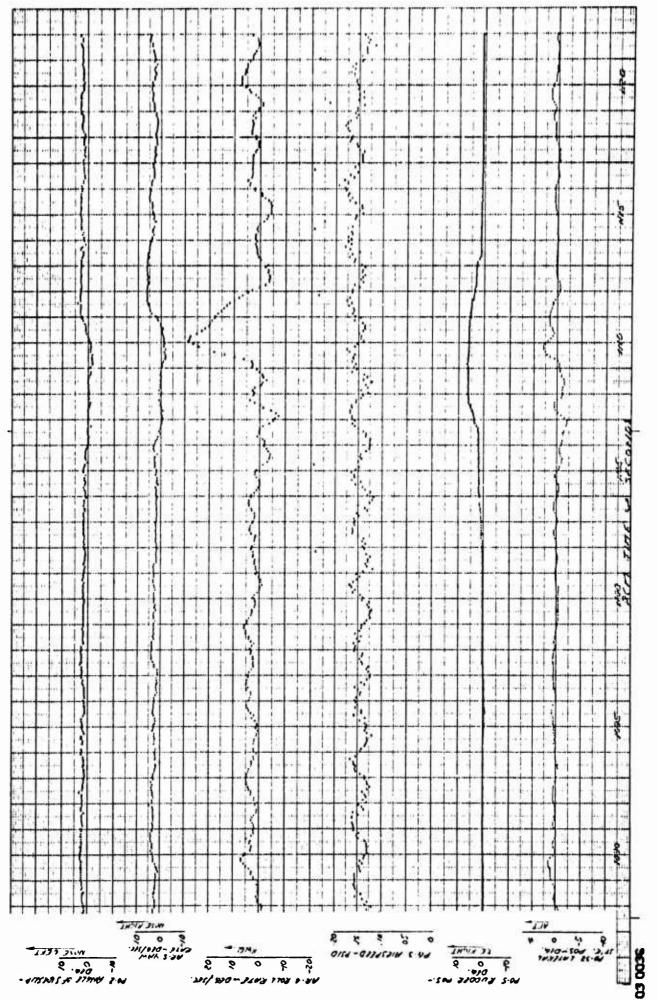
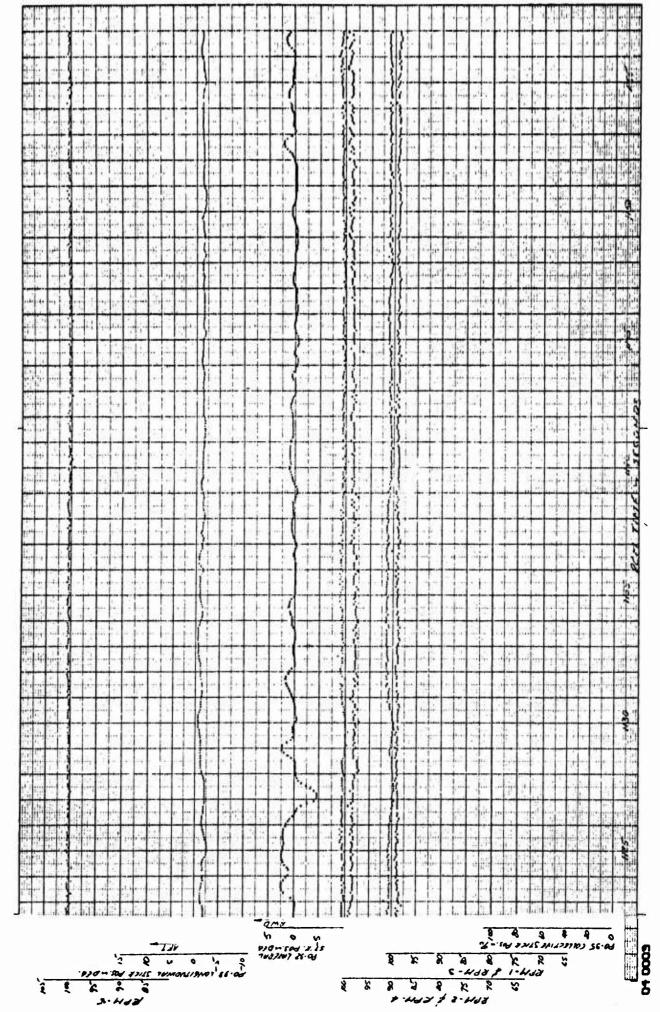


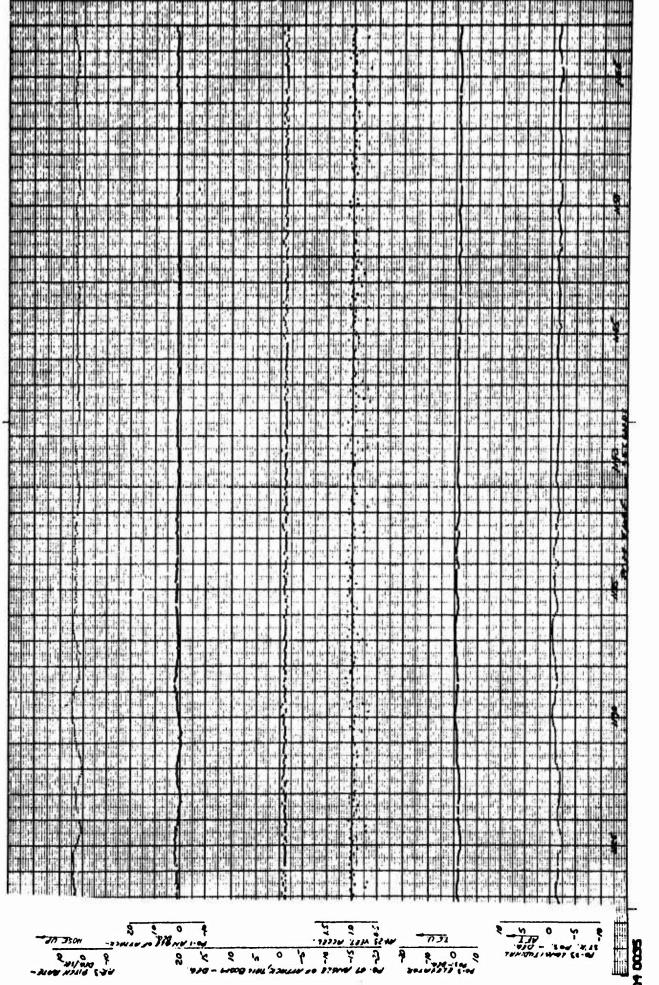
Figure A-13 Left to Right Roll Rudder Fixed, A/C No. 62-4506, Test 56.0F, $H_i\approx 6$,000 Feet, $V_i\approx 75$ Knots, β . Sheet 2 of 3



75 Knots, U 6,000 Feet, u H. Left to Right Roll Rudder Fixed, A/C No. 62-4506, Test 56.0F, 3 of Sheet : 400 Figure A-13



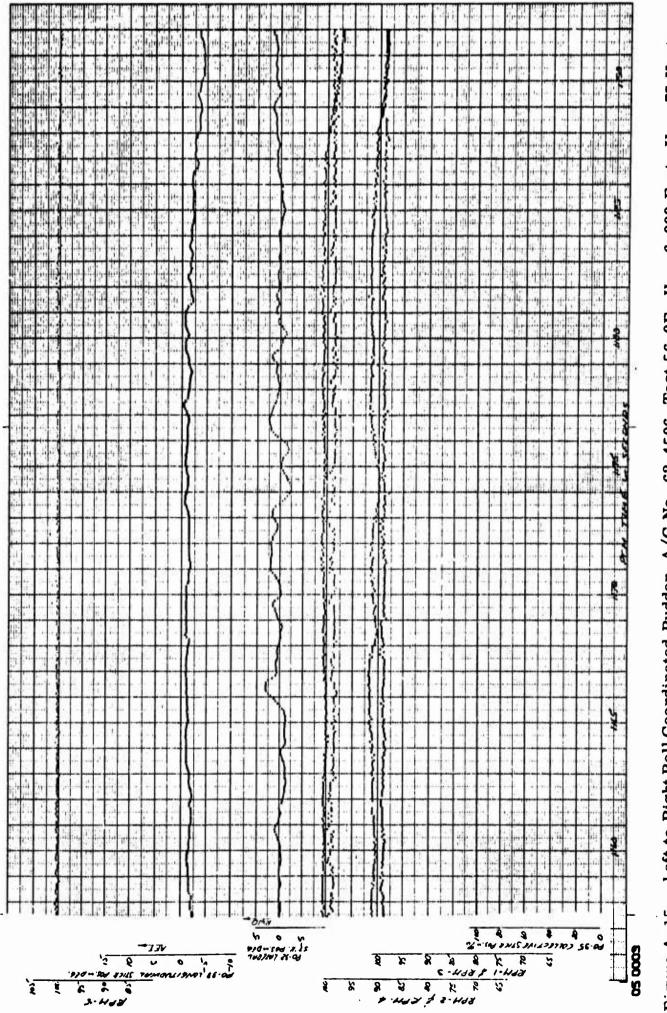
 $\approx 6,000$ Feet, $V_{\rm I}\approx 75$ Kn5fs, Right to Left Roll Coordinated Rudder, A/C No. 62-4506, Test 56.0F, H_1 β Vindicated $\approx 40^{\circ}$ Sheet 1 of 3 Figure A-14



 \approx 6,000 Feet, V_{i} \approx 75 Knots, Right to Left Roll Coordinated Rudder, A/C No. 62-4506, Test 56.0F, H_i β Sheet 2 of 3 Figure A-14

Figure A-14 Right to Left Roll Coordinated Rudder, A/C No. 62-4506, Test 56.0F, $H_i\approx 6$,000 Feet, $V_i\approx 75$ Knots, $\beta_{Vindicated}\approx 40^{\circ}$ Sheet 3 of 3

1



 $\approx 6,000$ Feet, $V_i \approx 75$ Knots, Left to Right Roll Coordinated Rudder, A/C No. 62-4506, Test 56.0F, H_i β Vindicated $\approx 40^{\circ}$ Sheet 1 of 3 Figure A-15

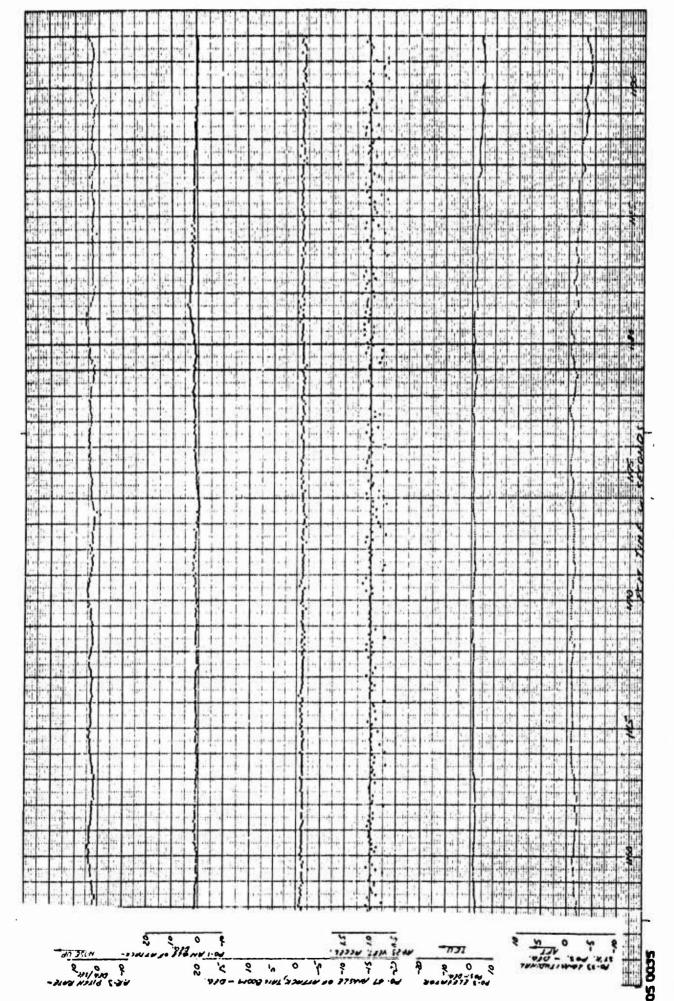
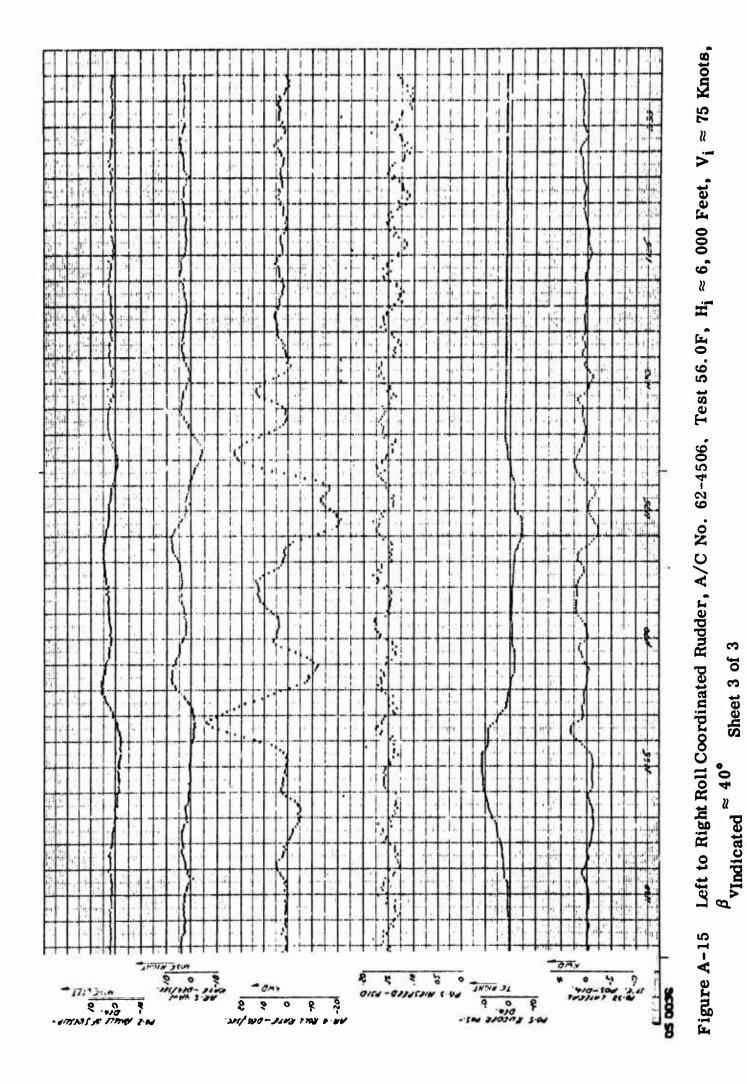
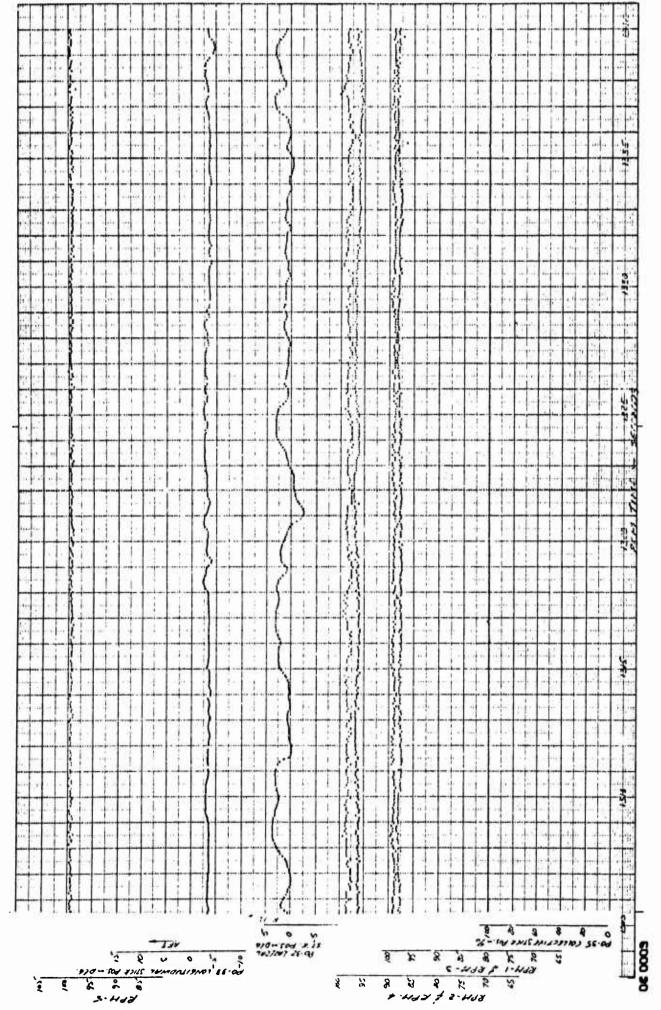
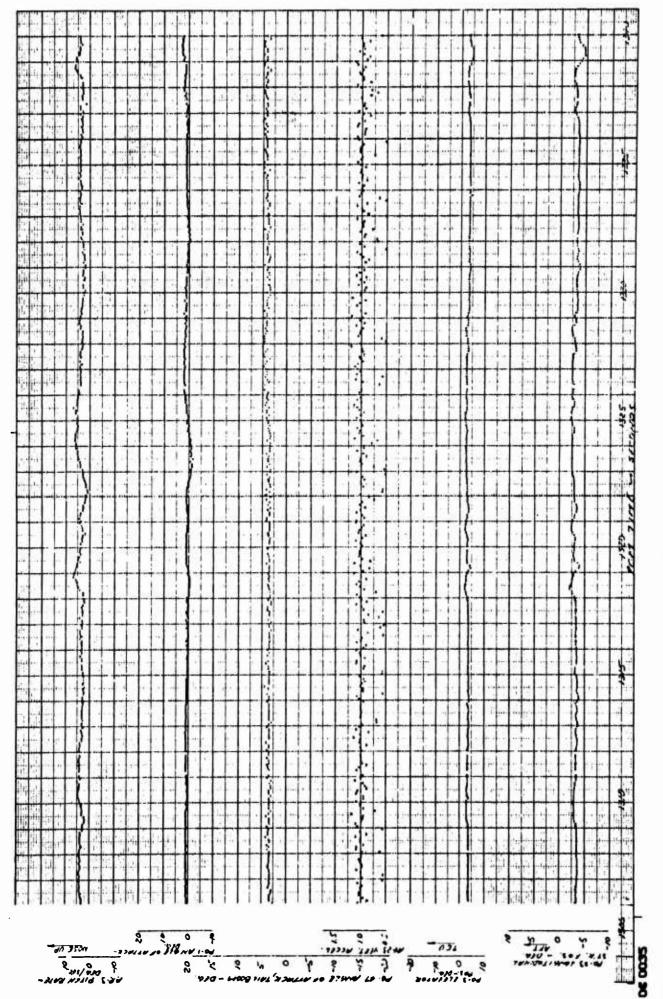


Figure A-15 Left to Right Roll Coordinated Rudder, A/C No. 52-4506, Test 56.0F, $H_i \approx 6,000$ Feet, $V_i \approx 75$ Knots, Sheet 2 of 3 β Vindicated $\approx 40^{\circ}$

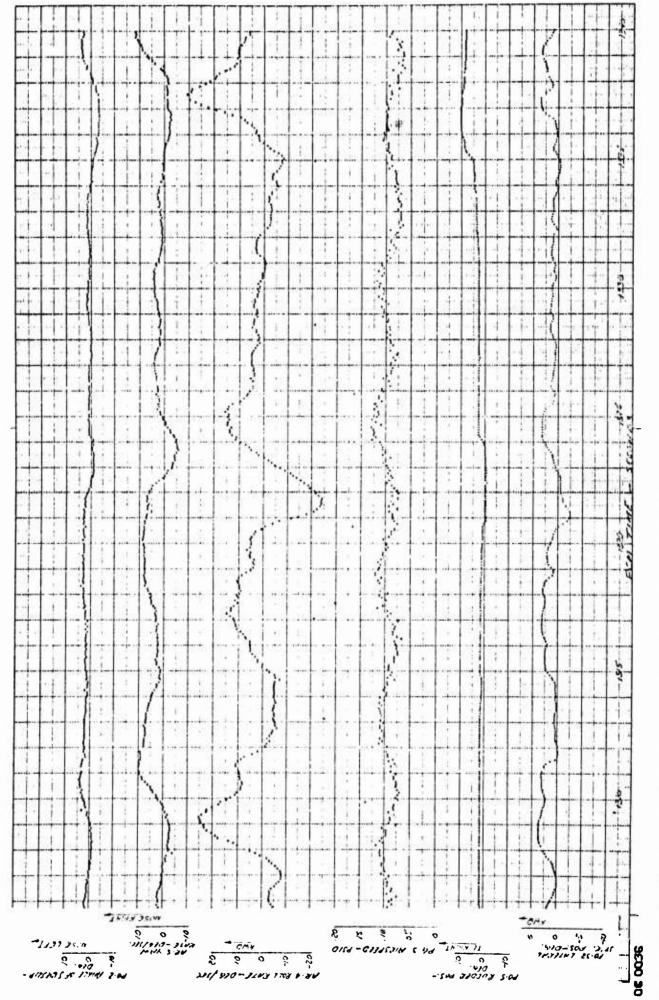




Bank to Bank Rolls Fixed and Coordinated Rudder, A/C No. 62-4506, Test 56.0F, $H_{l}\approx 6,000$ Feet, Sheet 1 of \approx 60 Knots, β Vindicated \approx 30° Figure A-16



≈ 6,000 Feet, Figure A-16 Bank to Bank Rolls Fixed and Coordinated Rudder, A/C No. 62-4506, Test 56.0F, H₁ $V_{1}\approx 60 \text{ Knots, } \rho_{Vindicated} \approx 30^{\circ} \text{ Sheet 2 of 3}$ ≈ 60 Knots, $\beta_{\rm VIndicated} \approx 30^{\circ}$



≈ 6,000 Feet, Bank to Bank Rolls Fixed and Coordinated Rudder, A/C No. 62-4506, Test 56.0F, H_i $V_i \approx 60$ Knots, $\beta_{VINdiscted} \approx 30^{\circ}$ Sheet 3 of 3 of က Sheet \approx 60 Knots, β Indicated Figure A-16

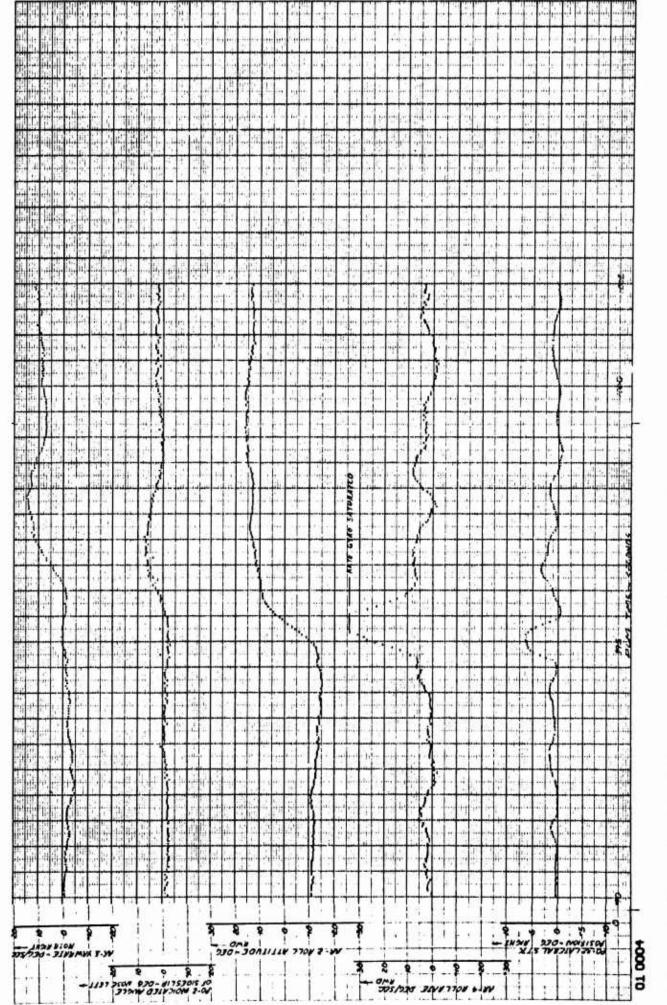
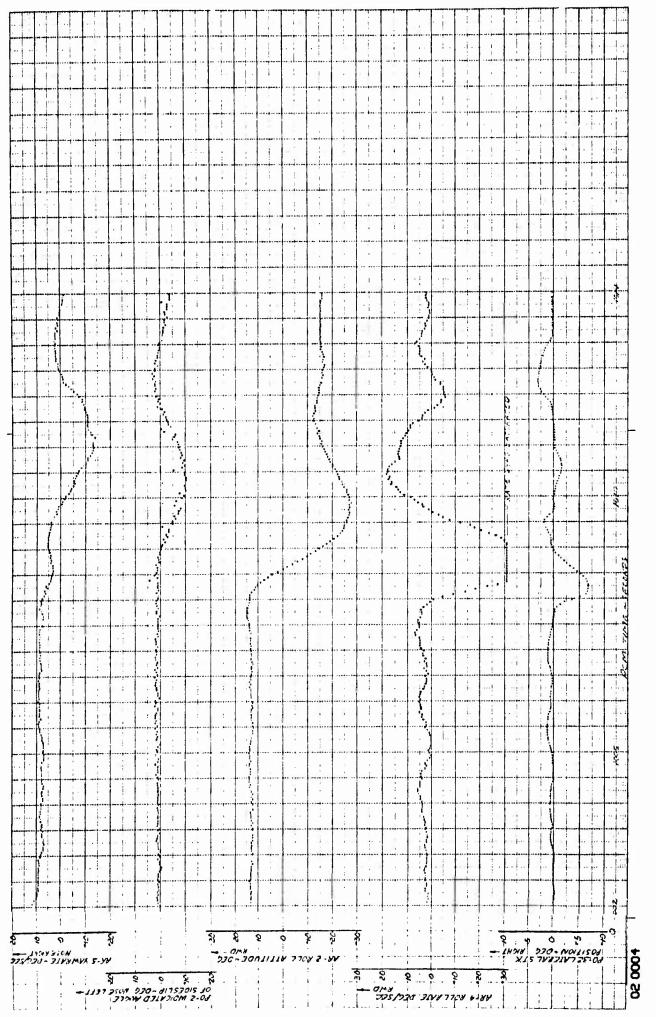
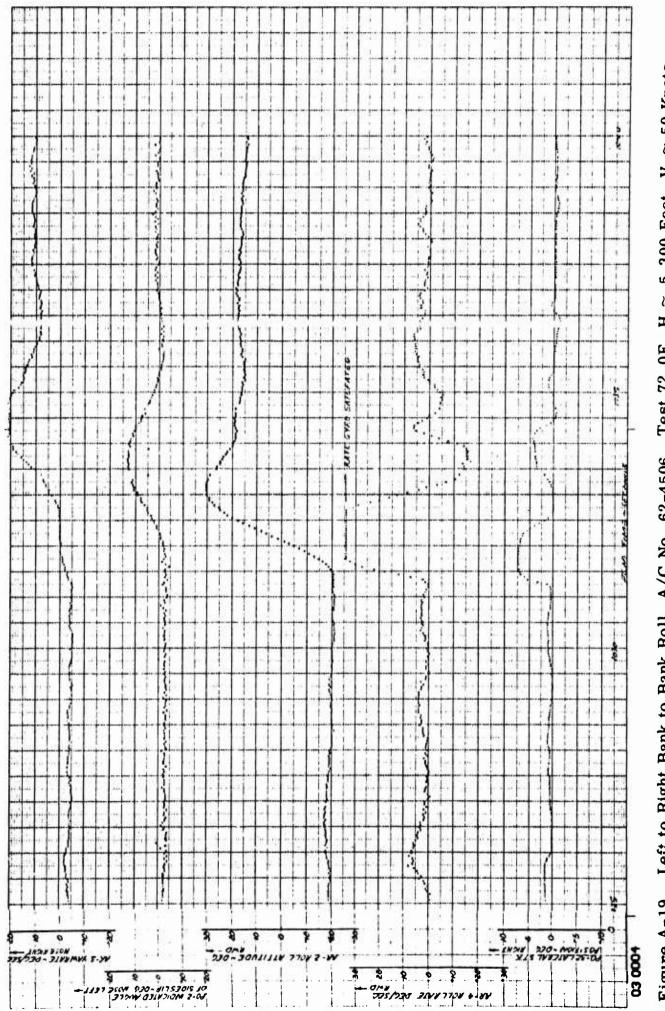


Figure A-17 Left to Right Bank to Bank Roll, A/C No. 62-4506, Test 72.0F, $H_i\approx 5,300$ Feet, $V_i\approx 50$ Knots, $\beta_{\rm Vindicated}\approx 18^{\circ}$



Right to Left Bank to Bank Roll, A/C No. 62-4506, Test 72.0F, $H_i \approx 5,300$ Feet, $V_i \approx 50$ Knots, $\beta_{vindicated}$ Figure A-18



Test 72.0F, $H_i \approx 5,300$ Feet, $V_i \approx 50$ Knots, Left to Right Bank to Bank Roll, A/C No. 62-4506, ≈ 18° eta VIndicated Figure A-19

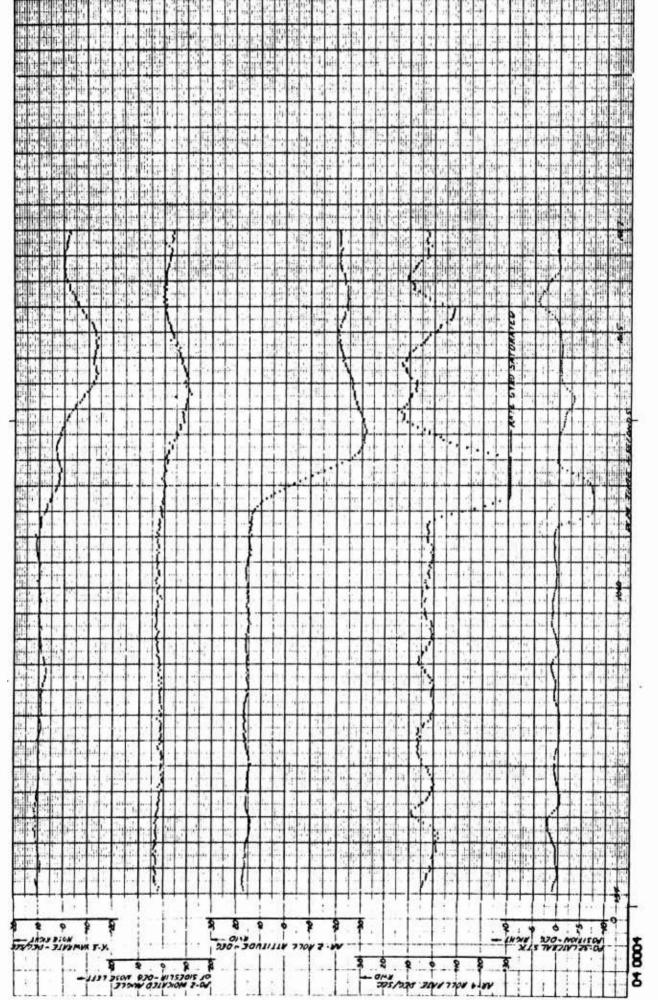
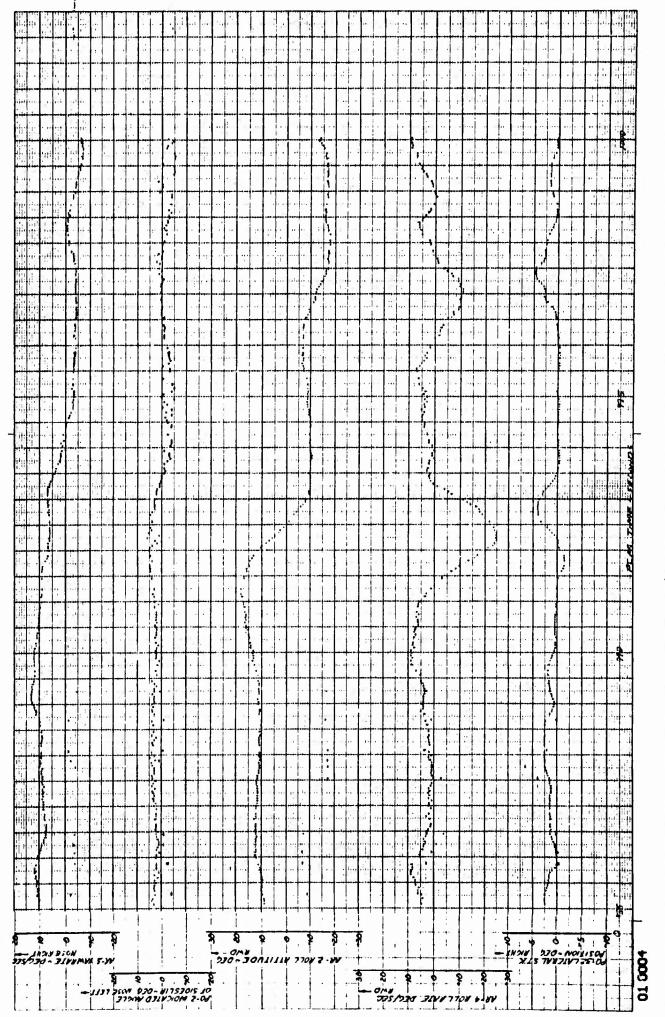


Figure A-20 Right to Left Bank to Bank Roll, A/C No. 62-4506, Test 72.0F, $H_l\approx 5,300$ Feet, $V_l\approx 50$ Knots, β Vindicated $\approx 18^\circ$



Right to Left Bank to Bank Roll, A/C No. 62-4506, Test 76.0F, $H_i\approx 5,300$ Feet, $V_i\approx 40$ Knots, β vindicated Figure A-21

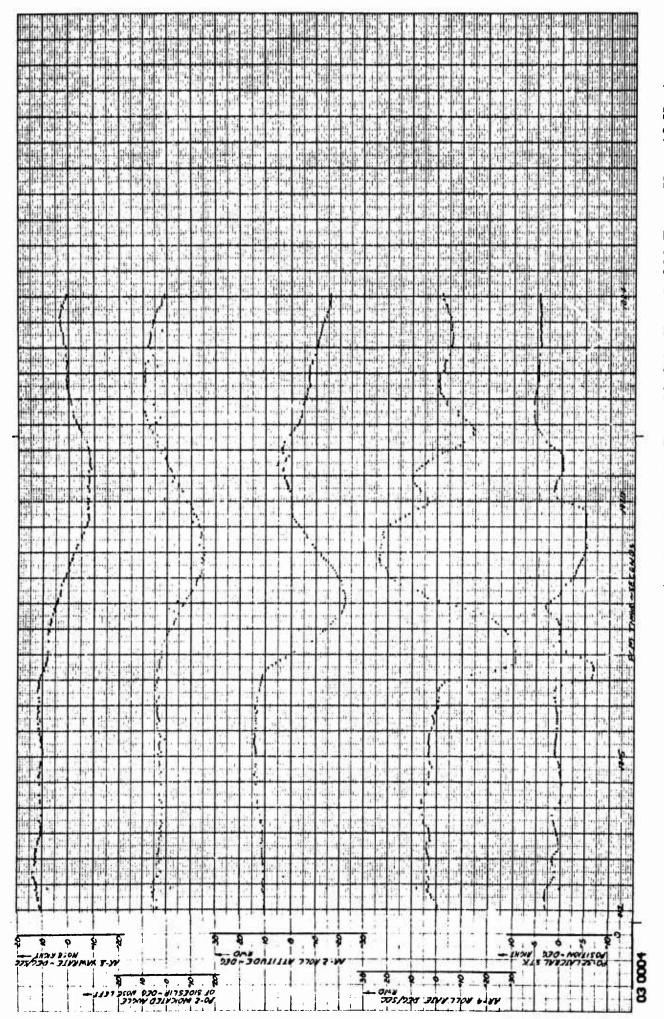
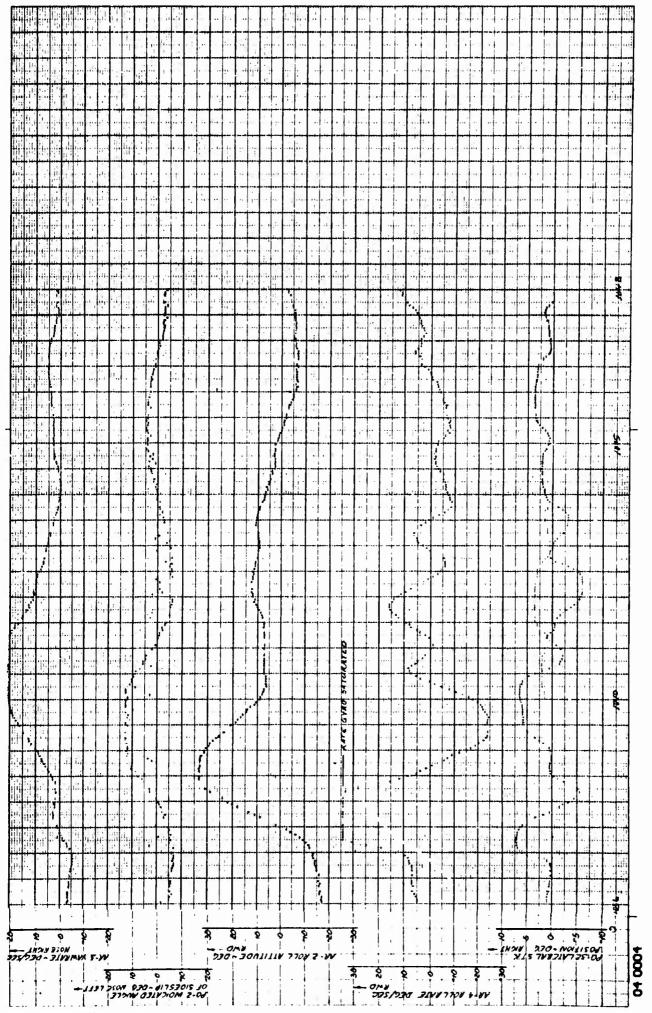
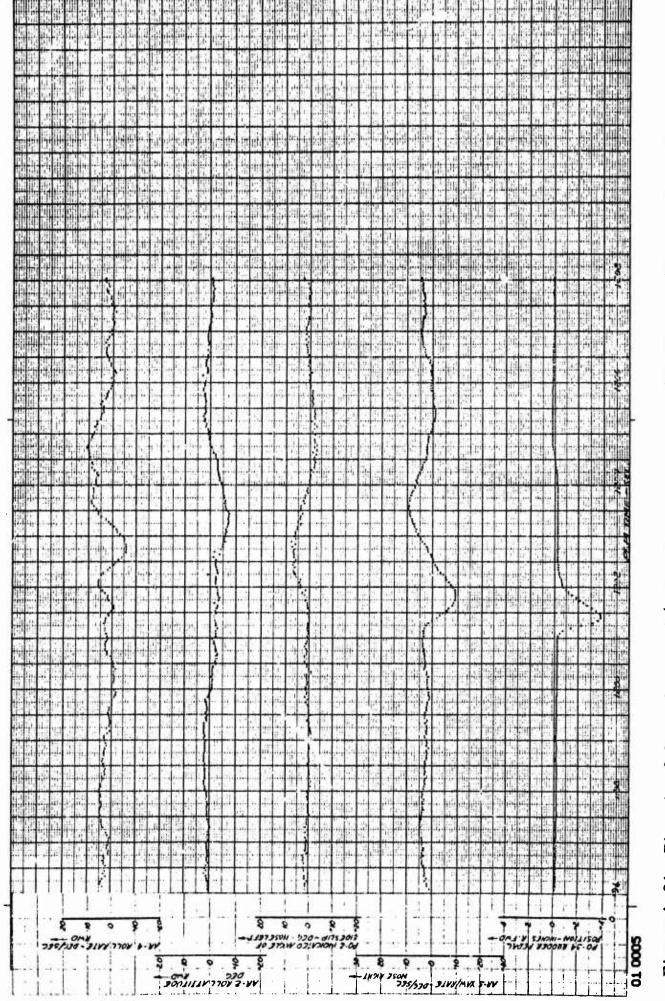


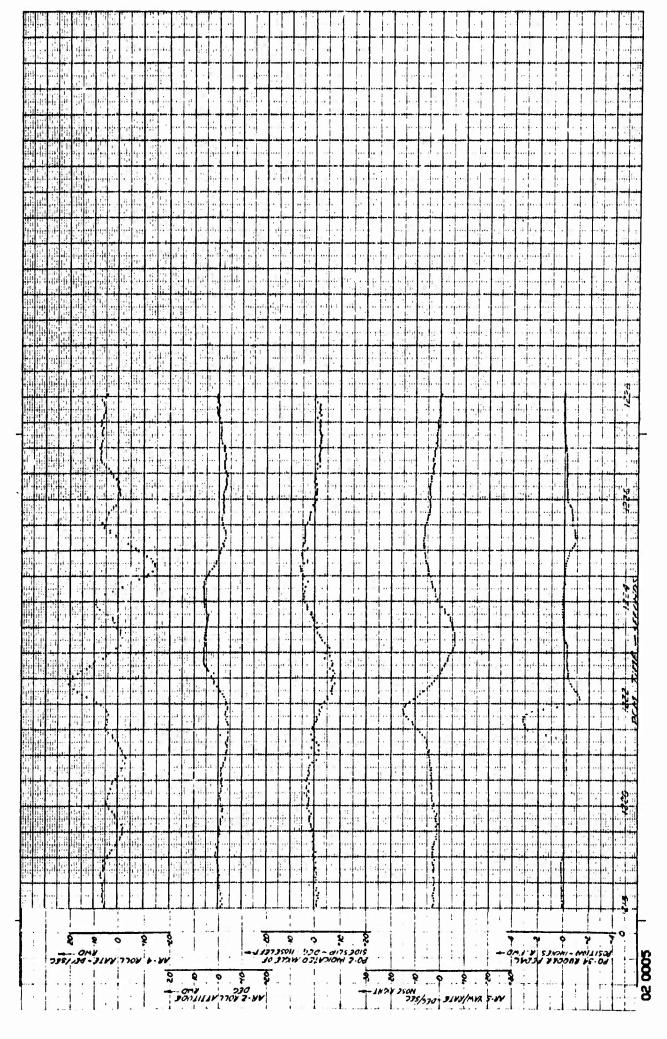
Figure A-22 Right to Left Bank to Bank Roll, A/C No. 62-4506, Test 76.0F, $H_i\approx 5,300$ Feet, $V_i\approx 40$ Knots, β vIndicated $\approx 11^{\circ}$



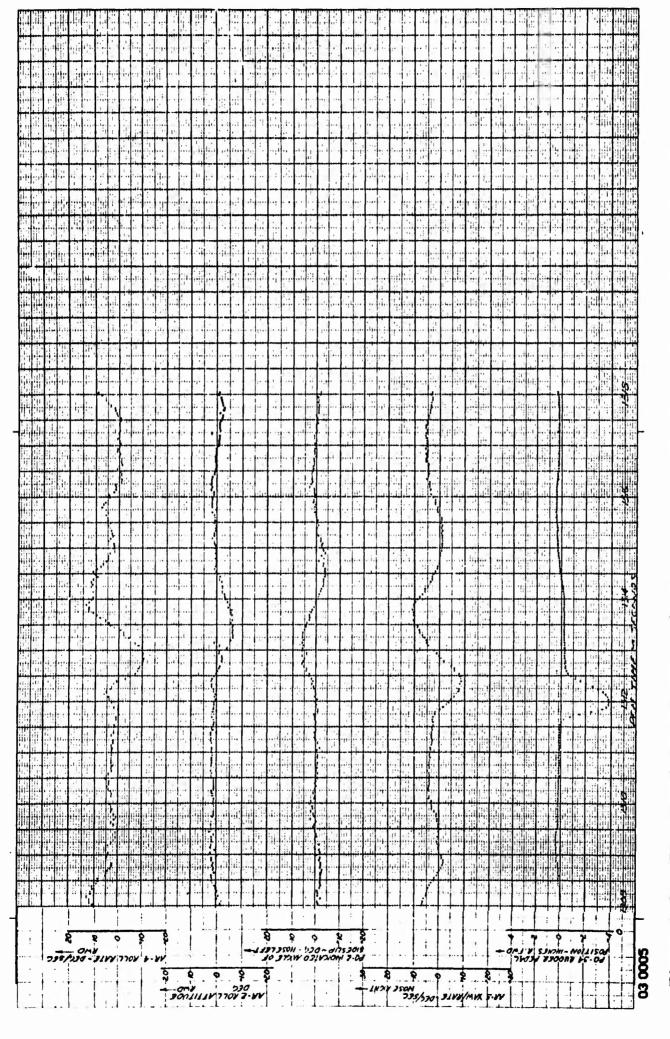
Test 76.0F, $H_i \approx 5,300$ Feet, $V_i \approx 40$ Knots, Left to Right Bank to Bank Roll, A/C No. 62-4506, β vIndicated Figure A-23



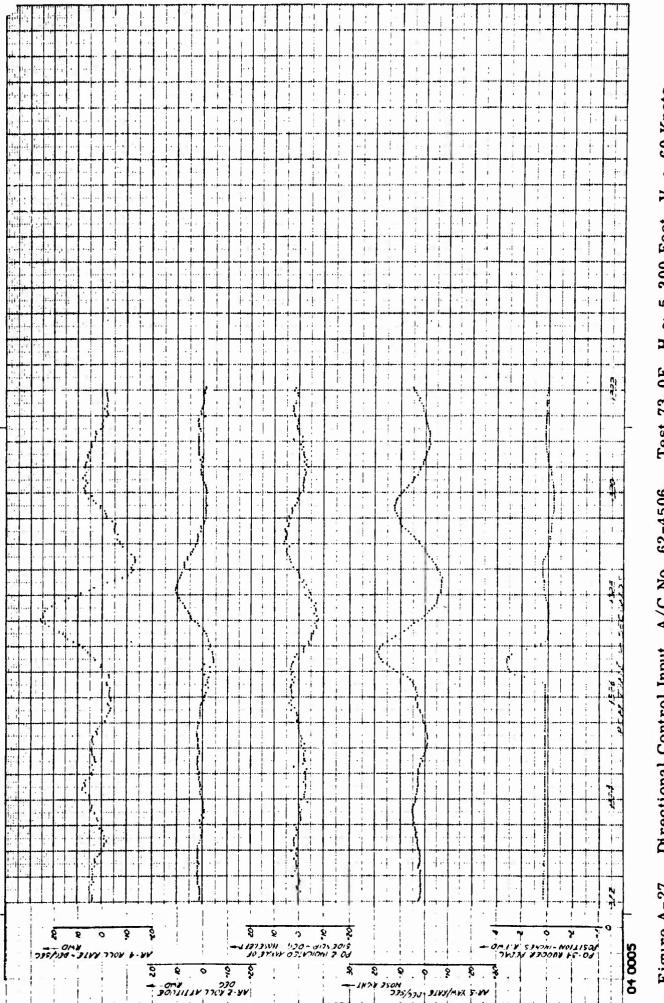
Directional Control Input, A/C No. 62-4506, Test 73.0F, $H_i \approx 5,300$ Feet, $V_i \approx 50$ Knots, $\approx 18.0^{\circ}$ $^{eta}^{
m V}$ Indicated Figure A-24



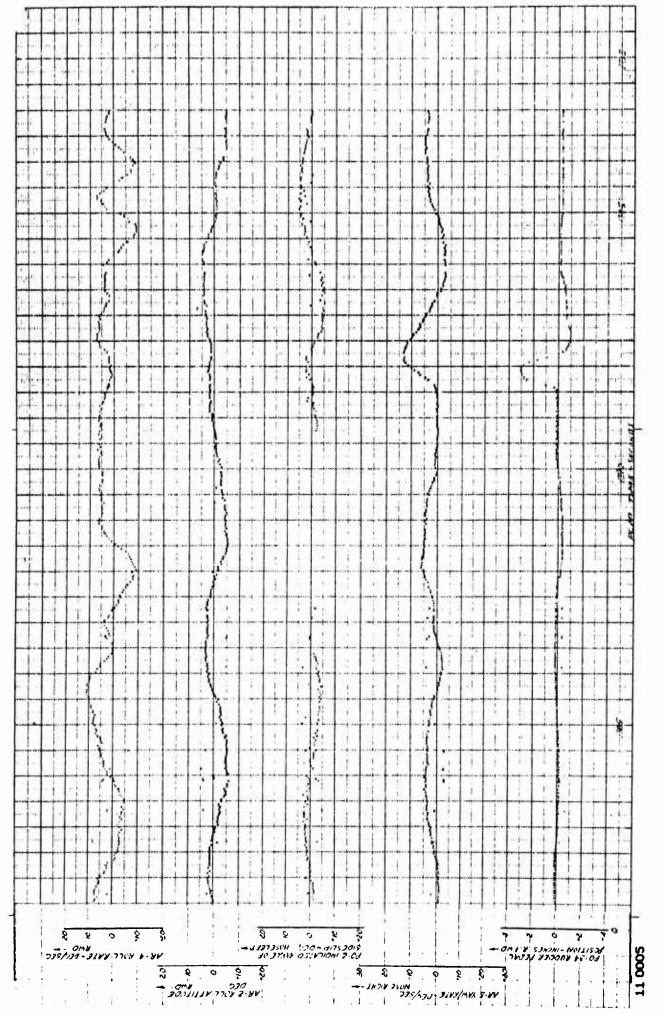
Directional Control Input, A/C No. 62-4506, Test 73.0F, $H_i\approx 5,300$ Feet, $V_i\approx 50$ Knots, $\beta_{vindicated}$ Figure A-25



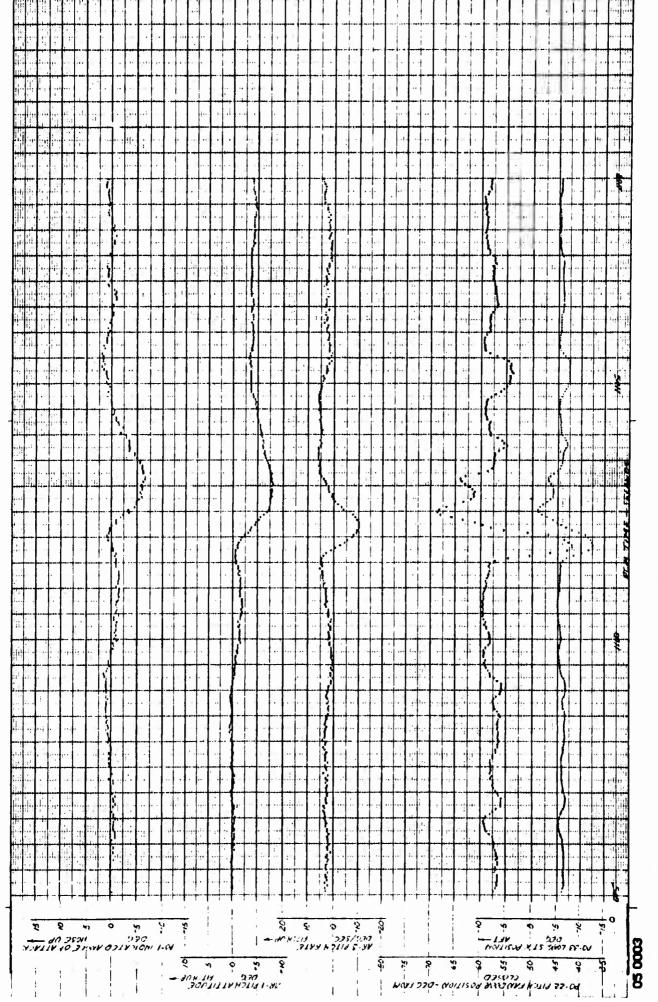
Test 73.0F, $H_i\approx~5,300$ Feet, $V_i\approx~60$ Knots, Directional Control Input, A/C No. 62-4506, β VIndicated $\approx 23^{\circ}$ Figure A-26



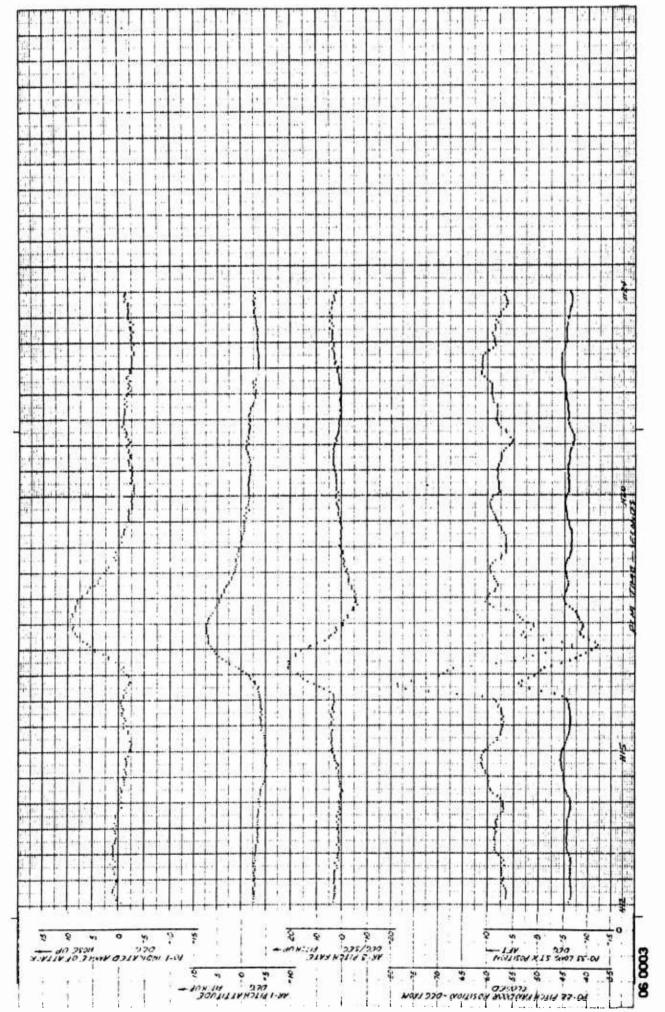
Test 73.0F, $H_i \approx 5,300$ Feet, $V_i \approx 60$ Knots, Directional Control Input, A/C No. 62-4506, $\beta_{\rm VIndicated} \approx 23^{\circ}$ Figure A-27



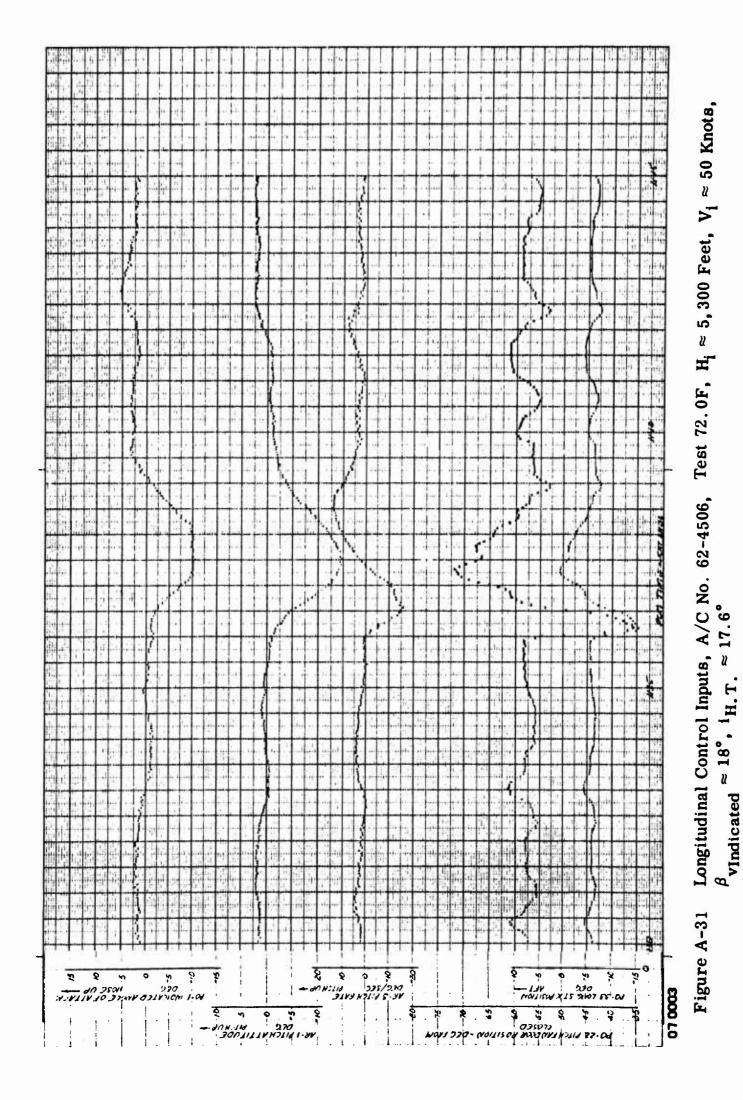
5, 300 Feet, $V_i \approx 40$ Knots, U H Test 76.0F, Directional Control Input, A/C No. 62-4506, $\beta_{\rm v}$ Indicated $\approx 11^{\circ}$ Figure A-28

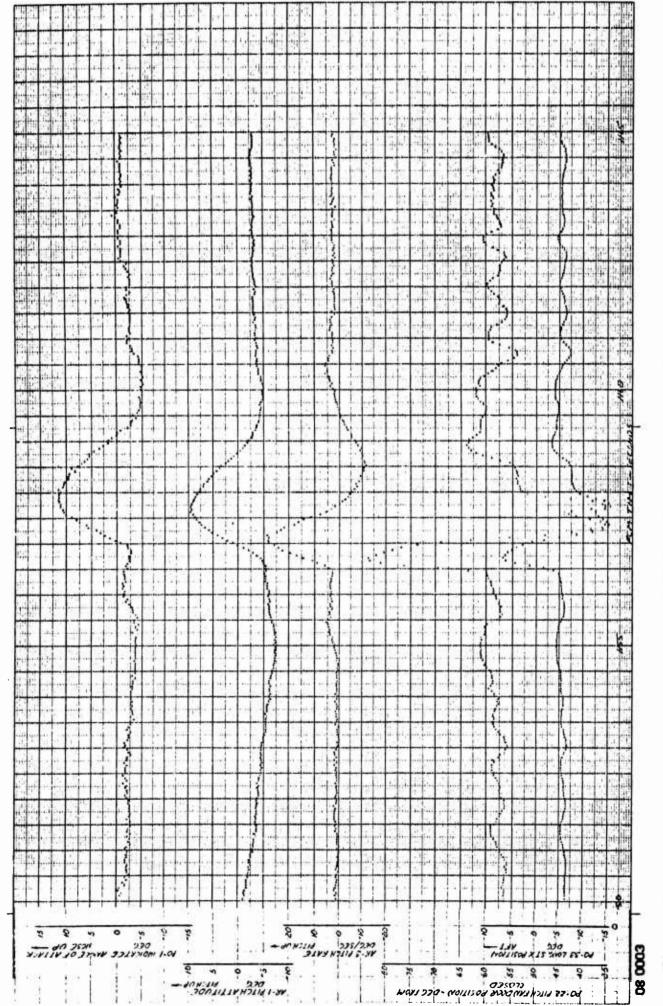


Test 72.0F, $H_i \approx 5,300$ Feet, $V_i \approx 50$ Knots, Figure A-29 Longitudinal Control Inputs, A/C No. 62-4506, $\beta_{\rm V} {\rm Indicated} \approx 18^{\rm e}, \ {\rm ^iH.\,T.} \approx 17.6^{\rm e}$

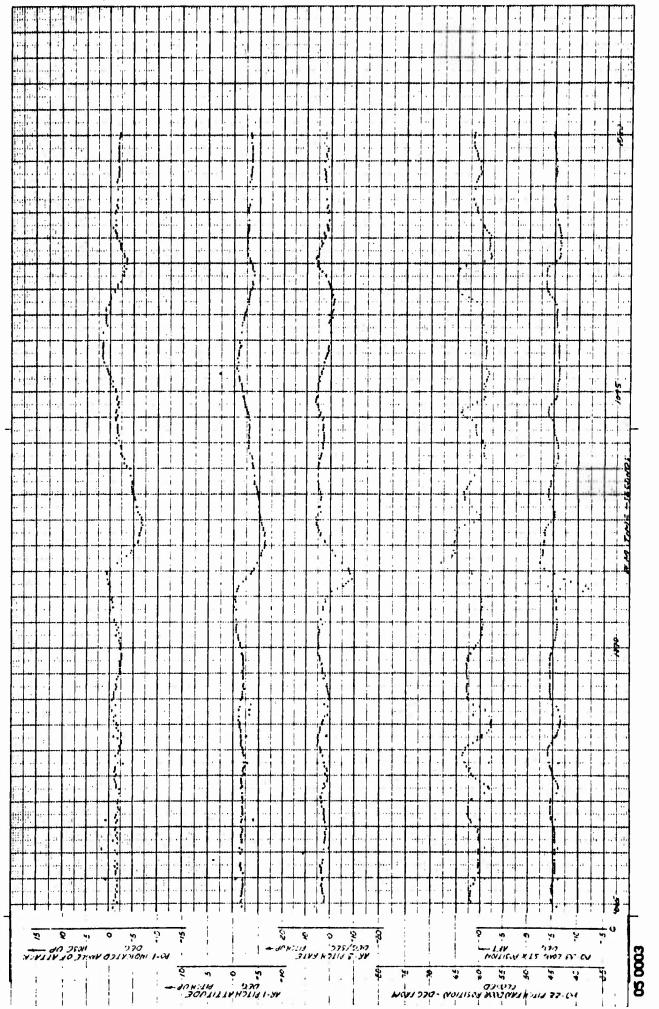


Longitudinal Control Inputs, A/C No. 62-4506, Test 72.0F, $H_i \approx 5,300$ Feet, $V_i \approx 50$ Knots, $\approx 17.6^{\circ}$ $^{\beta}$ Indicated $\approx 18^{\circ}$, iH.T. Figure A-30

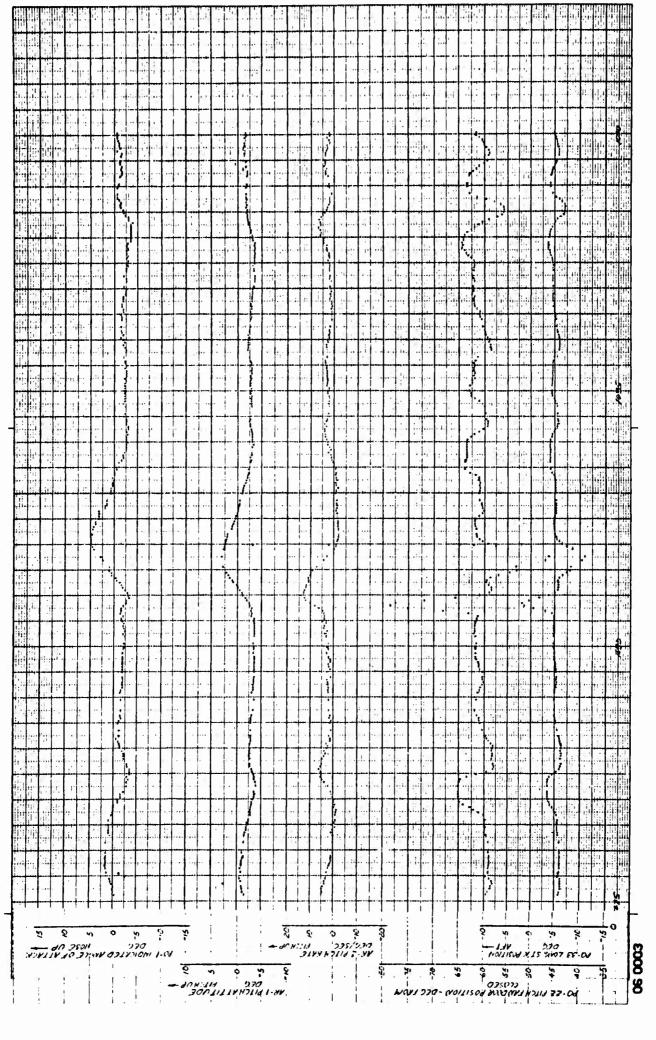




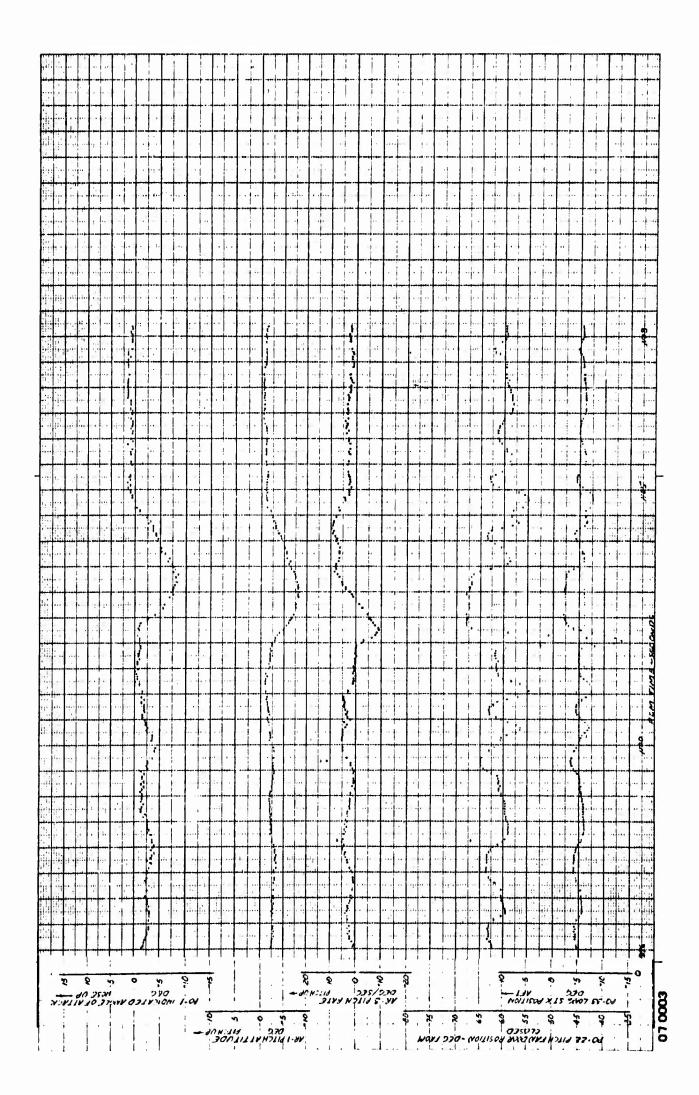
Longitudinal Control Inputs, A/C No. 62-4506, Test 72.0F, $H_i \approx 5,300$ Feet, $V_i \approx 50$ Knots, $\beta_{\text{Vindicated}} \approx 18^{\circ}$, i.H. T. $\approx 17.6^{\circ}$ Figure A-32



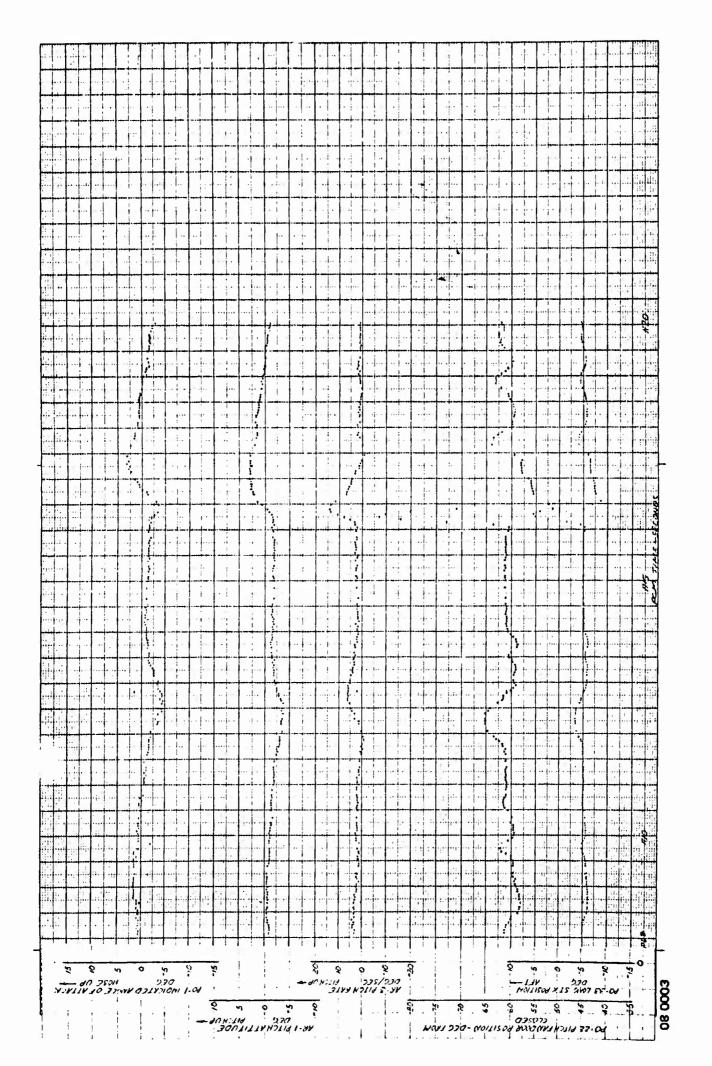
5, 300 Feet, $V_i \approx 40$ Knots, ₩ Longitudinal Control Inputs, A/C No. 62-4506, Test 76.0F, H_i $\beta_{\rm v}$ Indicated $\approx 11^{\circ}$, $^{\rm i}$ H.T. $\approx 17.6^{\circ}$ Figure A-33



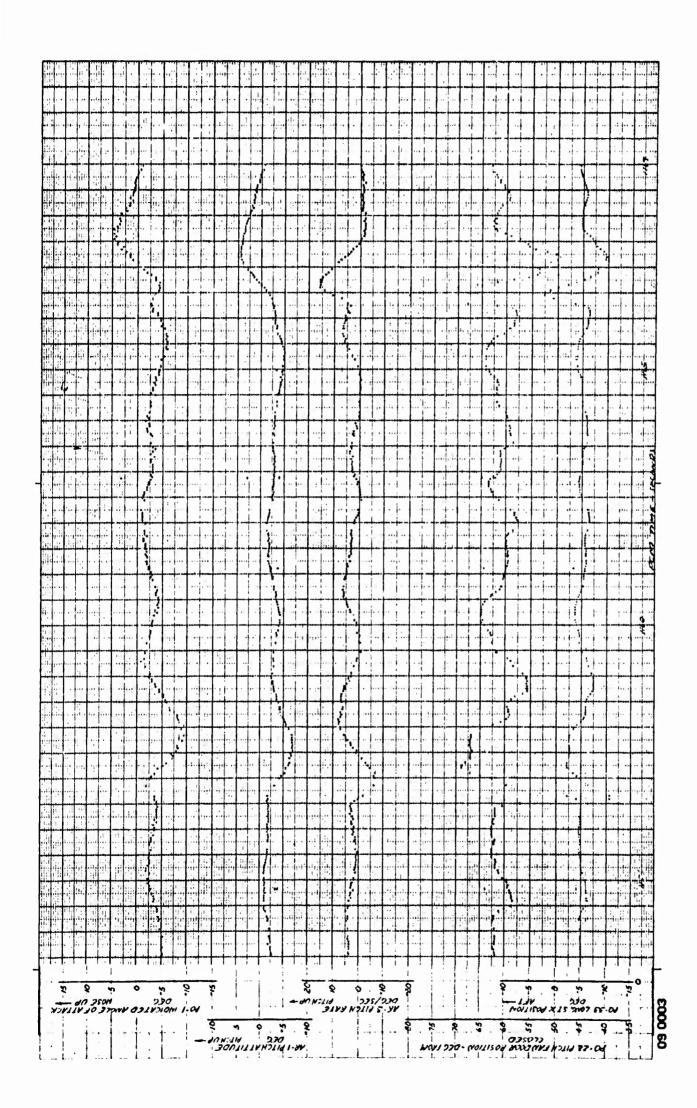
Test 76.0F, $H_{l}\approx5,300$ Feet, $V_{l}\approx40$ Knots, Longitudinal Control Inputs, A/C No. 62-4506, β Vindicated \approx 11°, ¹H. T. \approx 17.6° Figure A-34



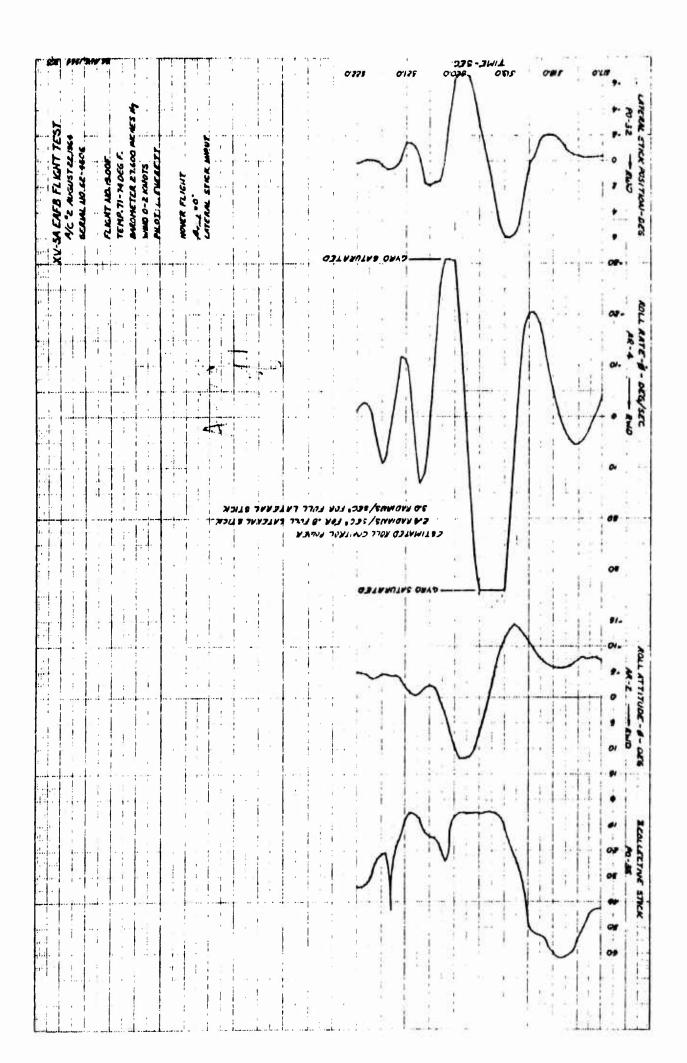
Test 76.0F, $H_l \approx 5,300$ Feet, $V_i \approx 40$ Knots, Longitudinal Control Inputs, A/C No. 62-4506, β vIndicated $\approx 11^{\circ}$, iH. T. $\approx 17.6^{\circ}$ eta vIndicated $^{\circ}$ Figure A-35



Longitudinal Control Inputs, A/C No. 62-4506, Test 76.0F, $H_i\approx 5,300$ Feet, $V_i\approx 40$ Knots, $\beta_{Vindicated}\approx 11^\circ$, iH , $^$ Figure A-36



Longitudinal Control Inputs, A/C No. 62-4506, Test 76.0F, $H_i \approx 5,300$ Feet, $V_i \approx 40$ Knots, β vIndicated ≈ 11 °, iH,T . ≈ 17.6 ° Figure A-37



Hover Flight, A/C No. 62-4506, Test 19.00F, Lateral Stick Input $^{\beta}$ Indicated $^{\approx}$ 0° Figure A-38

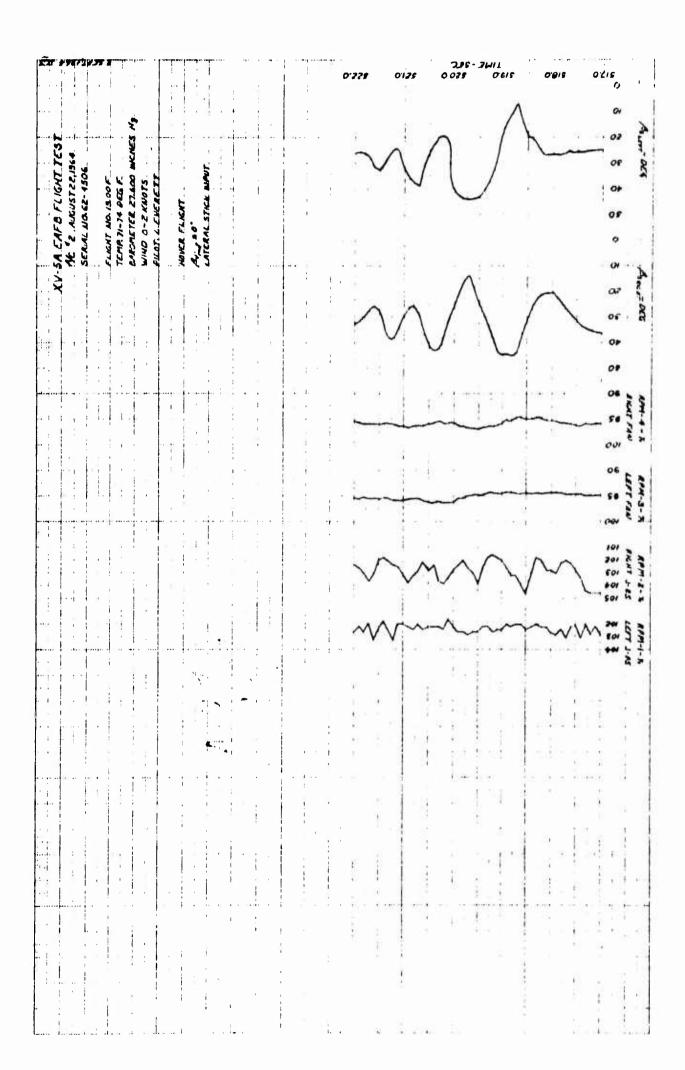
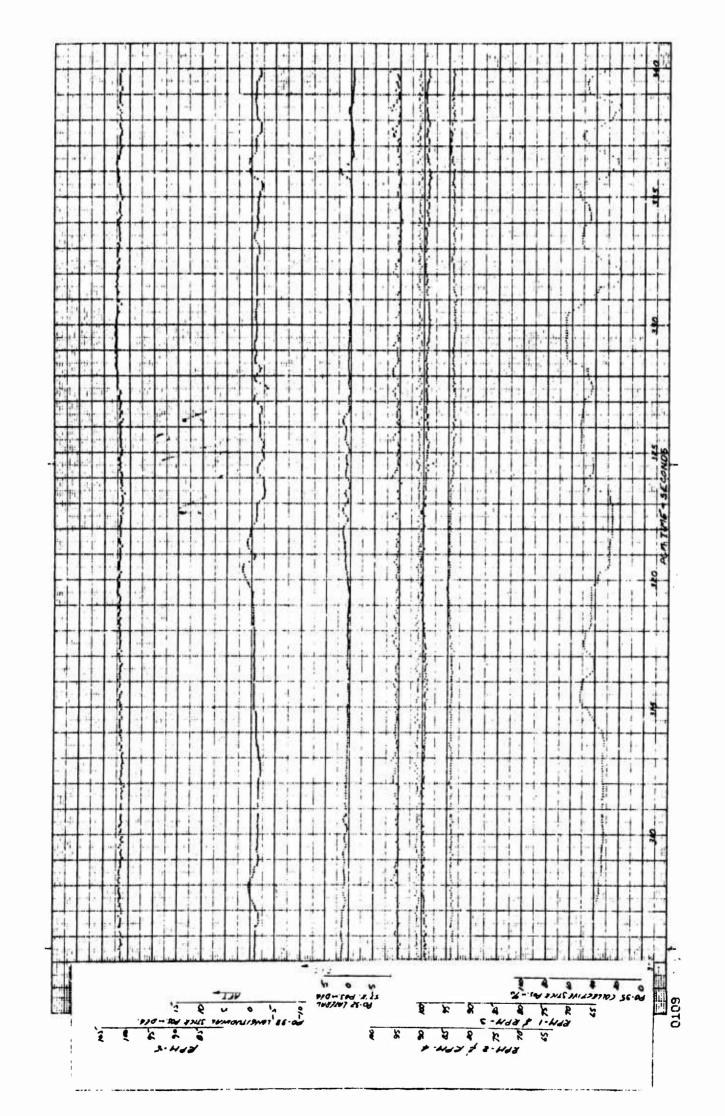
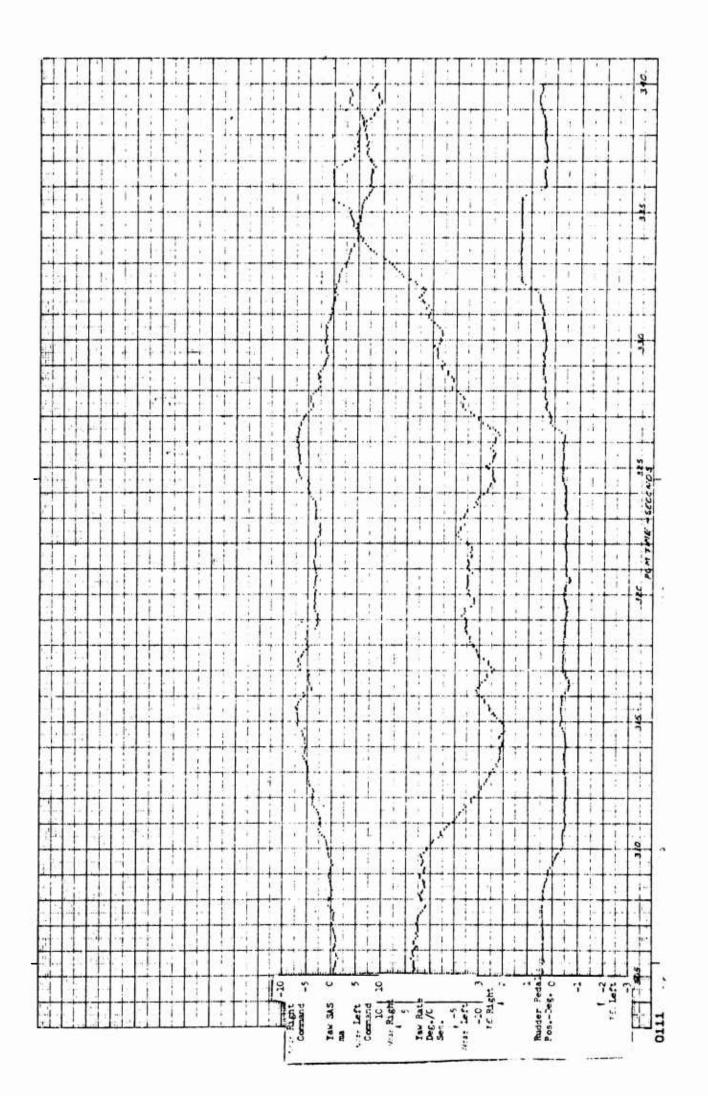


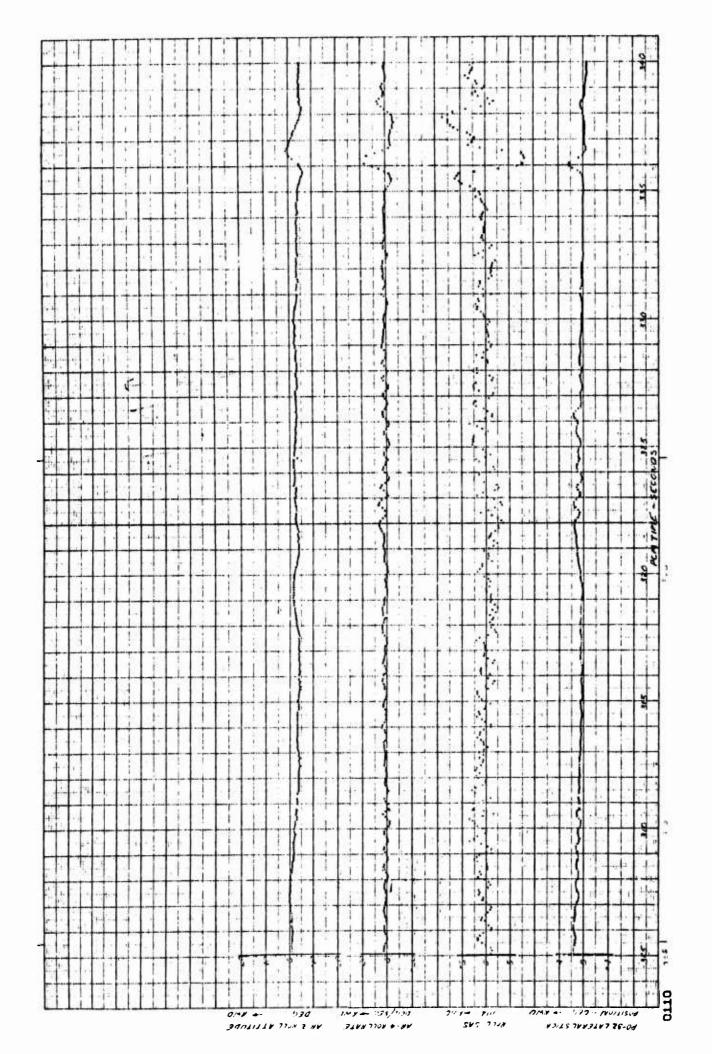
Figure A-39 Hover Flight, A/C No. 62-4506, Test 19.00F, Lateral Stick Input, β



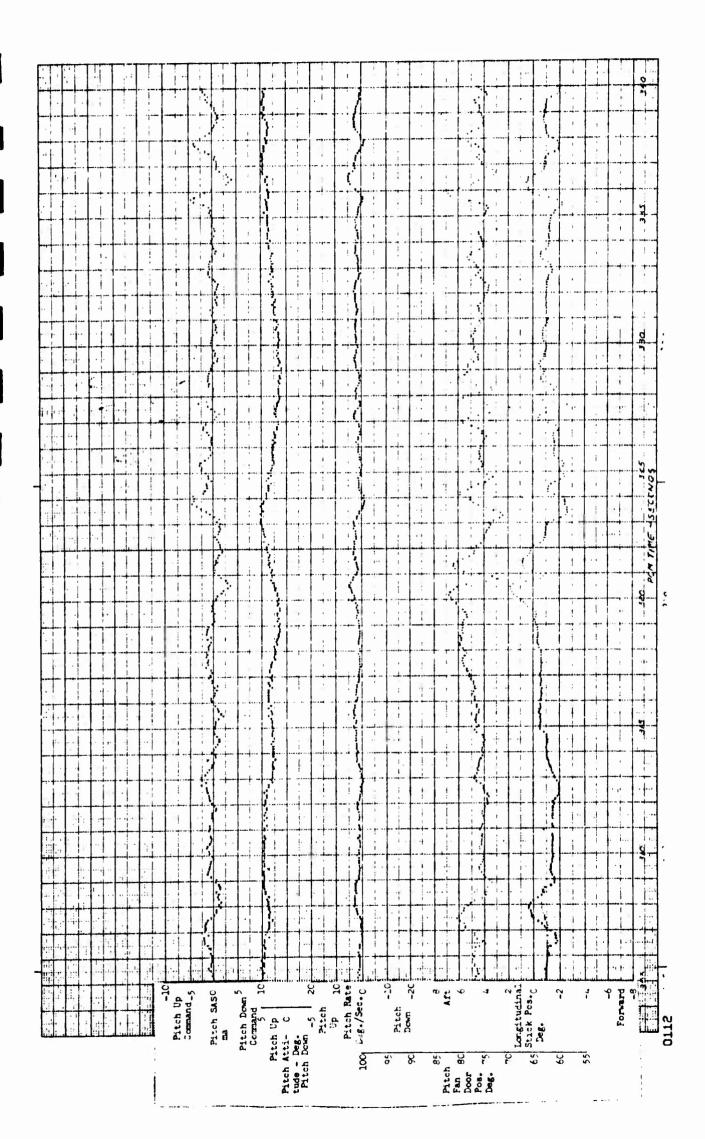
Test 16.0F, Hover Flight Out of Ground Effect, Directional Control Inputs, A/C No. 62-4506, Sheet 1 of 4 β Undicated \approx -7.0° Figure A-40



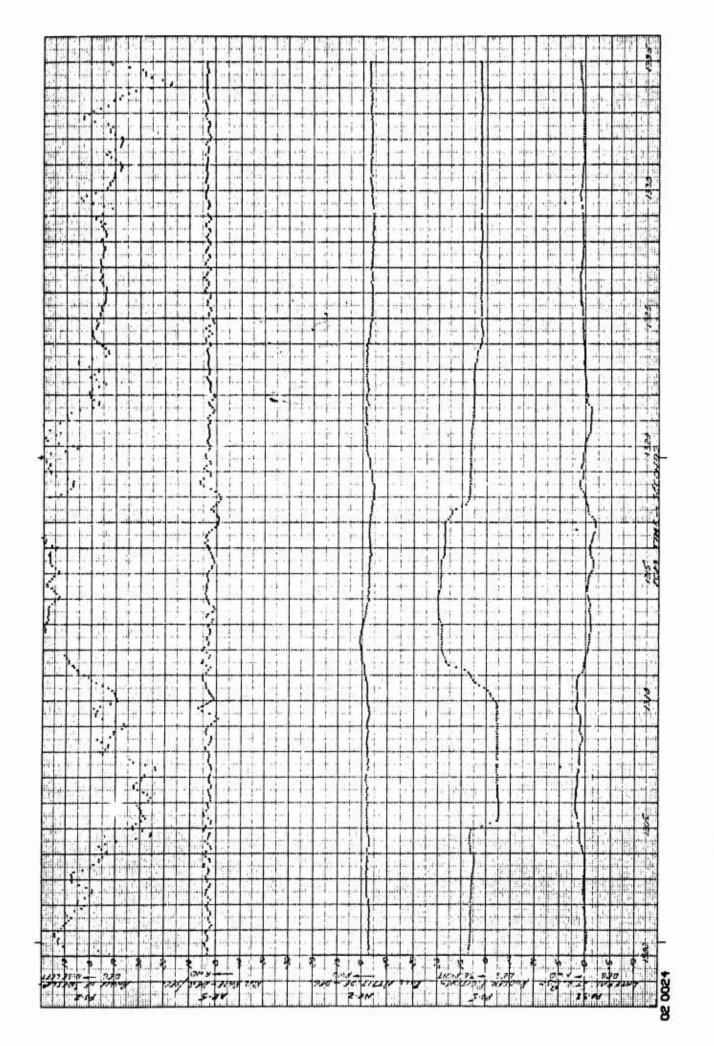
Directional Control Inputs, A/C No. 62-4506, Test 16.0F, Hover Flight Out of Ground Effect, β . Sheet 2 of 4 $^{\rm v}$ Indicated Figure A-40



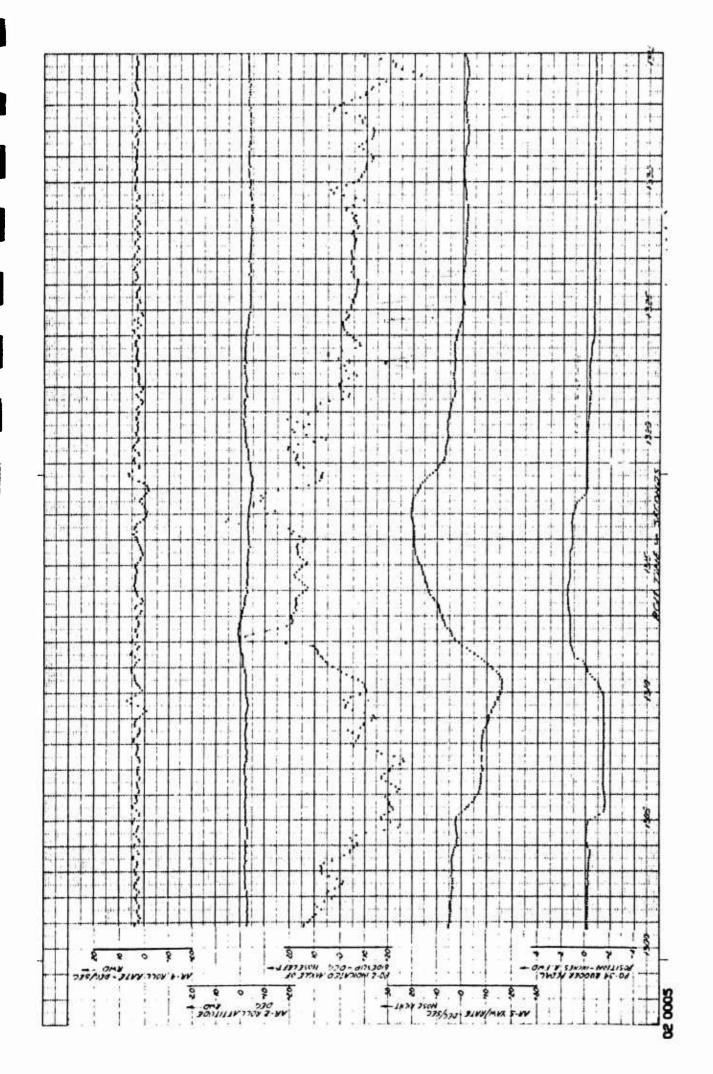
Directional Control Inputs, A/C No. 62-4506, Test 16.0F, Hover Flight Out of Ground Effect, β Indicated \approx -7.0° Sheet 3 of 4 Figure A-40



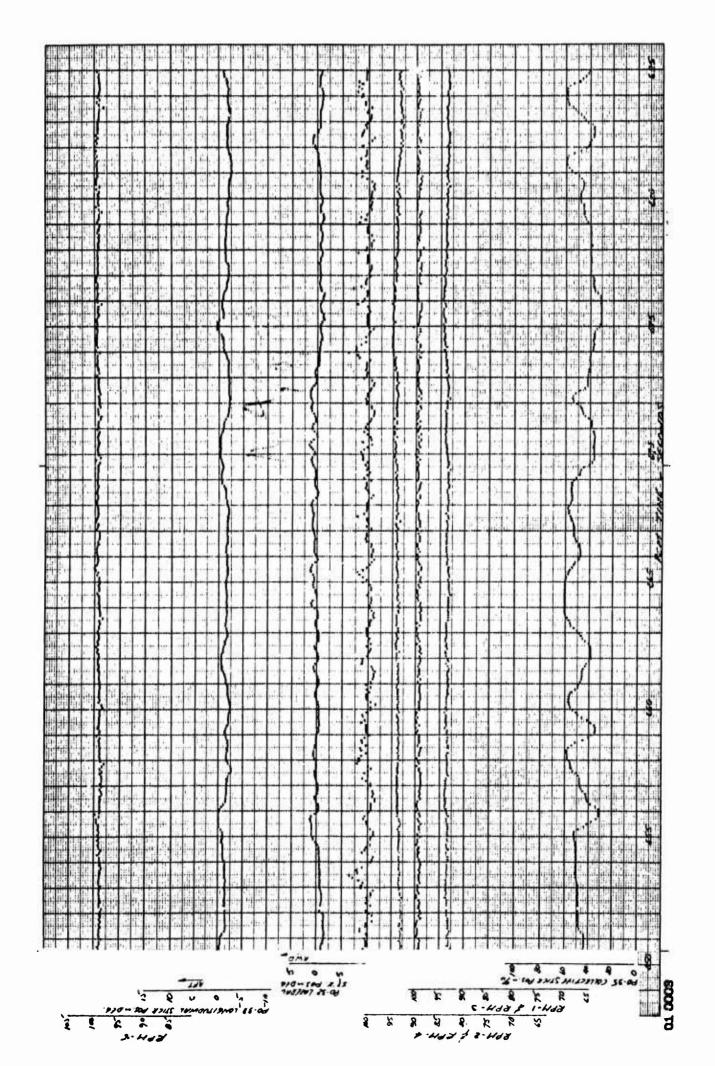
Test 16.0F, Hover Flight Out of Ground Effect, Figure A-40 Directional Control Inputs, A/C No. 62-4506, $\beta_{\rm VIndicated} \approx -7.0^{\circ} \ \ \, {\rm Sheet} \ \, 4 \ \, {\rm of} \ \, 4$



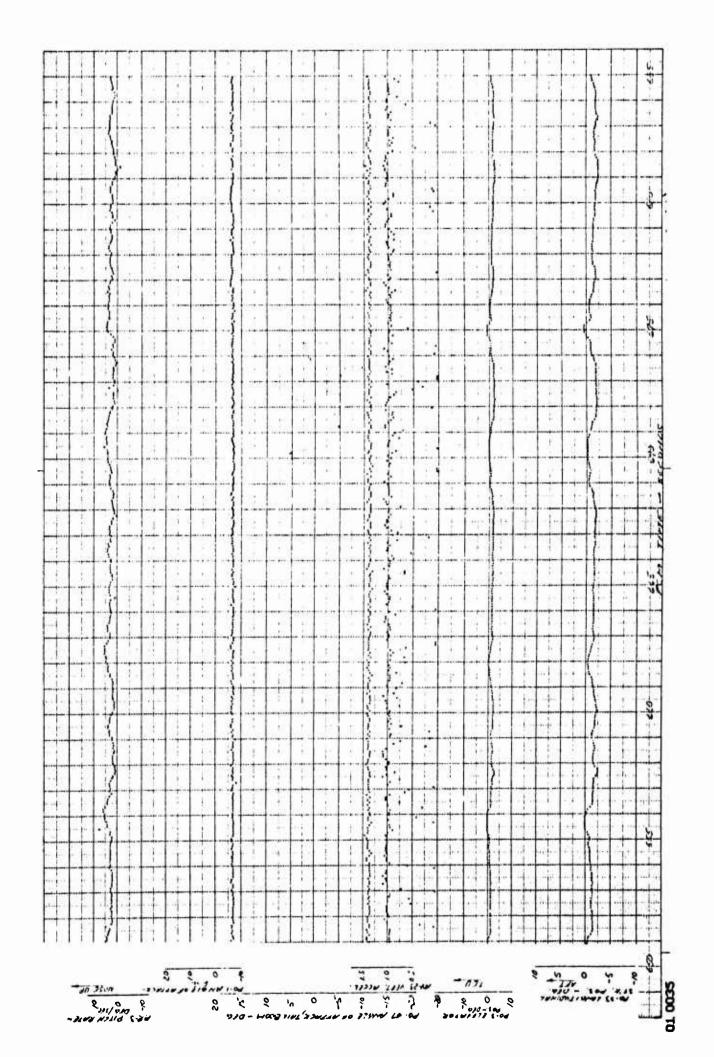
Directional Control Inputs, A/C No. 62-4506, Test 23.0F, Hover Flight Out of Ground Effect, β Vindicated \approx -7.0° Sheet 1 of 2 Figure A-41



Test 23.0F, Hover Flight Out of Ground Effect, Directional Control Inputs, A/C No. 62-4506, $\approx -7.0^{\circ}$ Sheet 2 of 2 eta VIndicated $^{\sim}$ Figure A-41

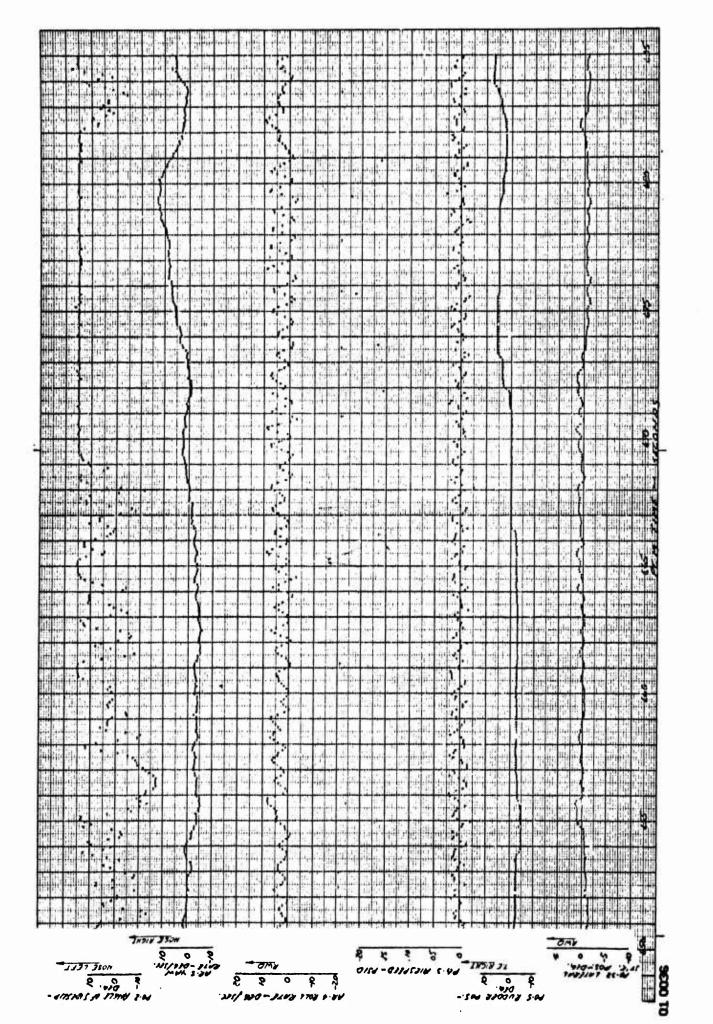


Test 54.0F, Hover Flight Out of Ground Effect, Directional Control Inputs, A/C No. 62-4506, Sheet 1 of ≈ -7.0° Figure A-42



Test 54.0F, Hover Flight Out of Ground Effect, Directional Control Inputs, A/C No. 62-4506, β

VIndicated \approx -7.0° Sheet 2 of 3 Figure A-42



Directional Control Inputs, A/C No. 62-4506, Test 54.0F, Hover Flight Out of Ground Effect, $\beta_{\rm Vr-1i, col} \approx -7.0^{\circ}$ Sheet 3 of 3 $\beta_{\rm VIndicated}^{\sim} -7.0^{\circ}$ Figure A-42

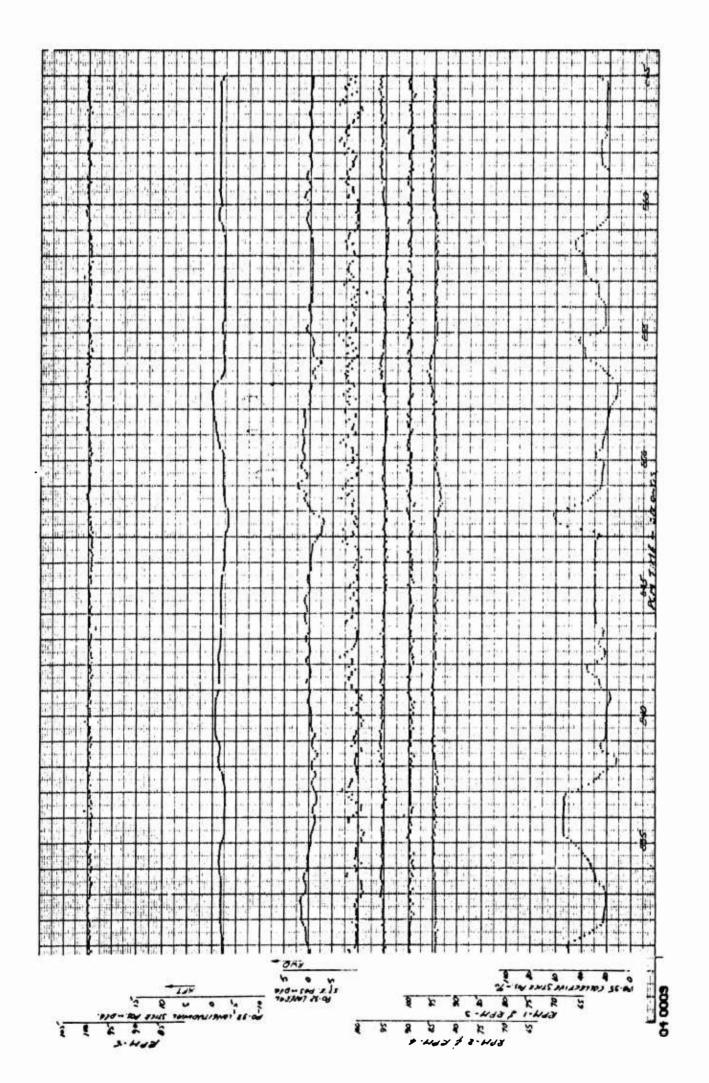
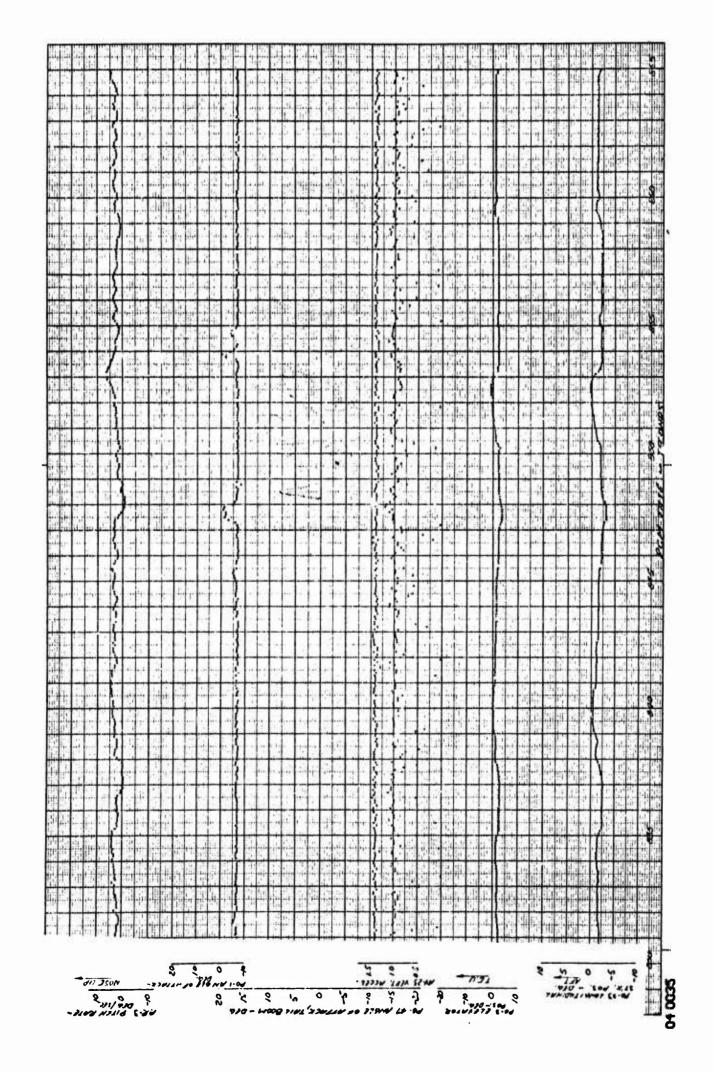
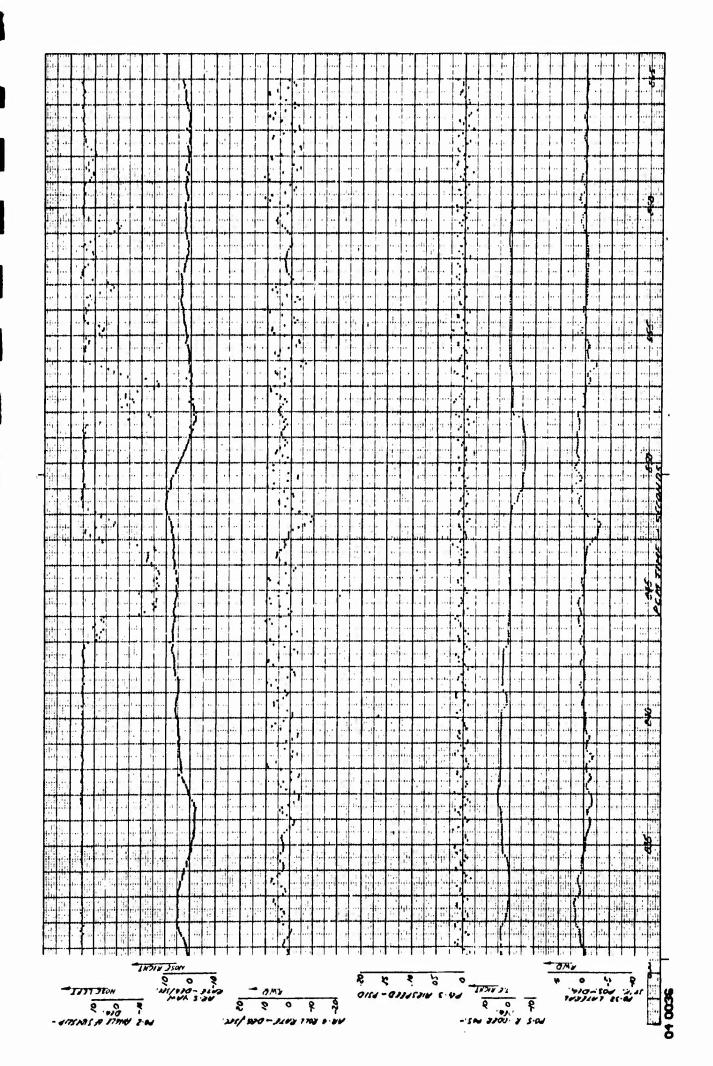


Figure A-43 Directional Control Inputs, A/C No. 62-4506, Test 54.0F, Hover Flight Out of Ground Effect Sheet 1 of



Directional Control Inputs, A/C No. 62-4506, Test 54.0F, Hover Flight Out of Ground Effect Sheet 2 of 3 Figure A-43



Directional Control Inputs, A/C No. 62-4506, Test 54.0F, Hover Flight Out of Ground Effect Sheet 3 of Figure A-43

Figure A-43A Horizontal Tail Angle of Attack Indicator Calibration, Tail Slat Installed.

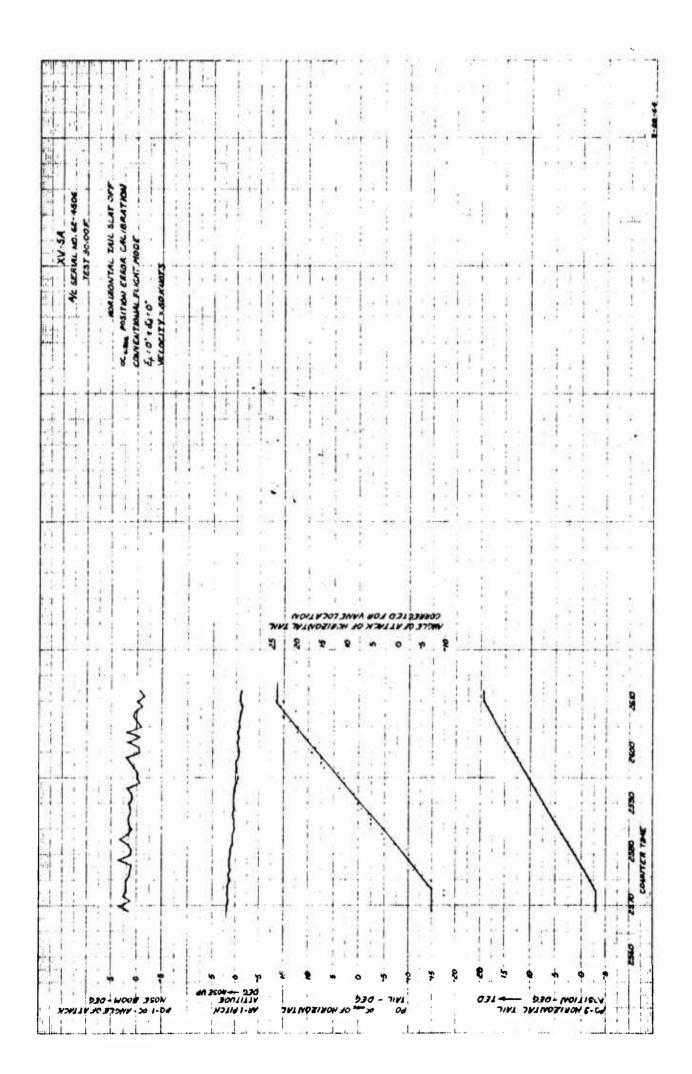


Figure A-43B Horizontal Tail Angle of Attack Indicator Calibration Tail Slat Off.

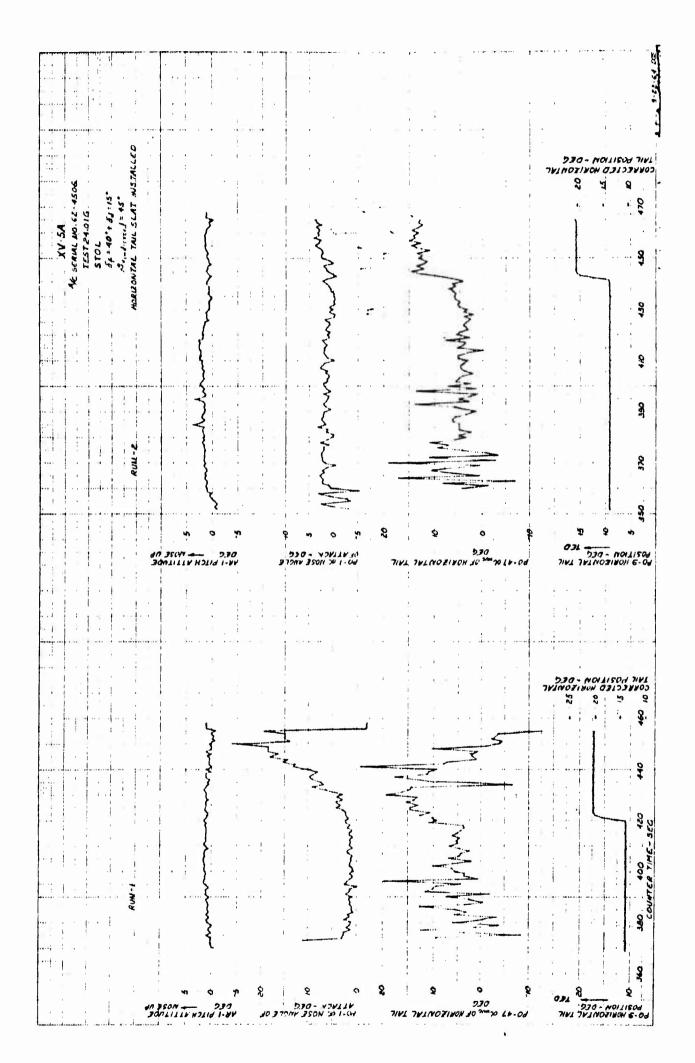


Figure A-43C Horizontal Tail Downwash Parameter Time Histories, A/C No. 62-4506, Sheet 1 of 2 Test 24.01G, β vIndicated $\approx 45^{\circ}$

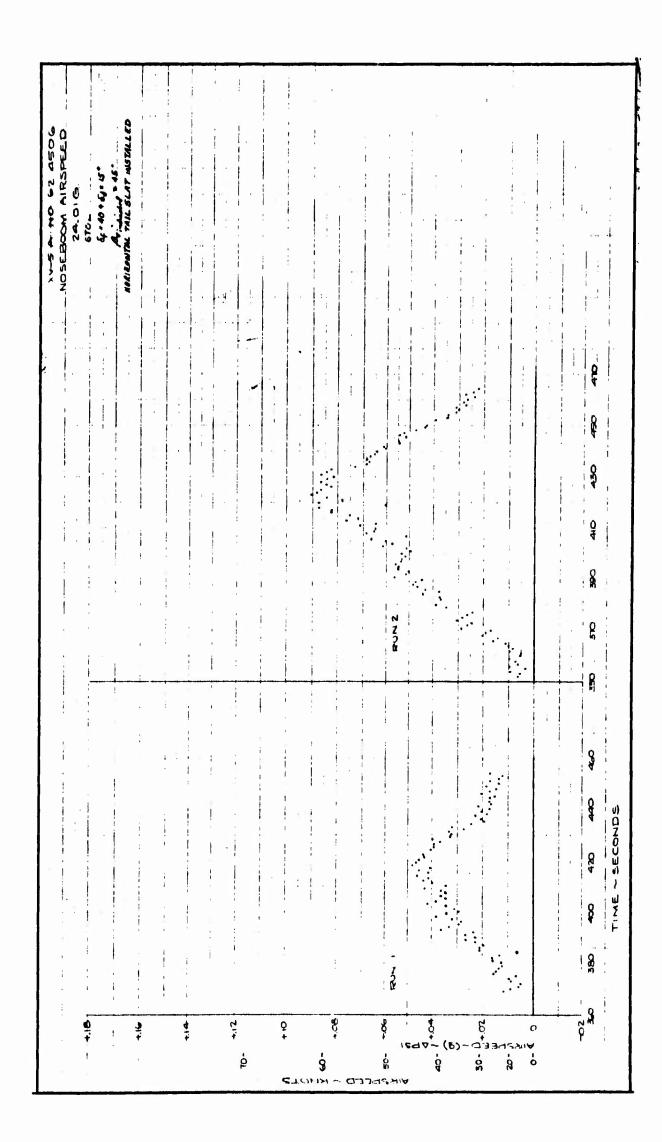


Figure A-43C Horizontal Tail Downwash Parameter Time Histories, A/C No. 62-4506, Test 24.01G, $\beta_{\rm vIndicated} \approx 45^\circ$ Sheet 2 of 2

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Figure A-43D Horizontal Tail Downwash Parameter Time Histories, A/C No. 62-4506, Test 24.02G, β vIndicated $\approx 42^{\circ}$ Sheet 1 of 3

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Figure A-43D Horizontal Tail Downwash Parameter Time Histories, A/C No. 62-4506, Test 24.02G, β Sheet 2 of 3 vIndicated

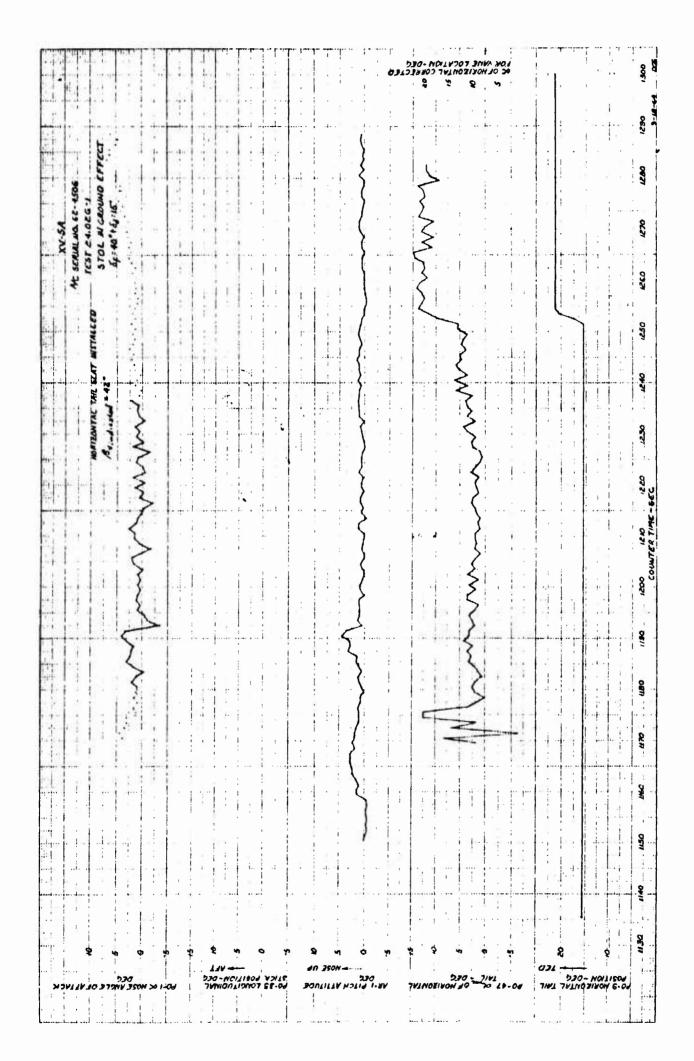


Figure A-43D Horizontal Stabilizer Downwash Parameter Time Histories, A/C No. 62-4506, Sheet 3 of 3 $\approx 42^{\circ}$ Test 24.02G, & VIndicated

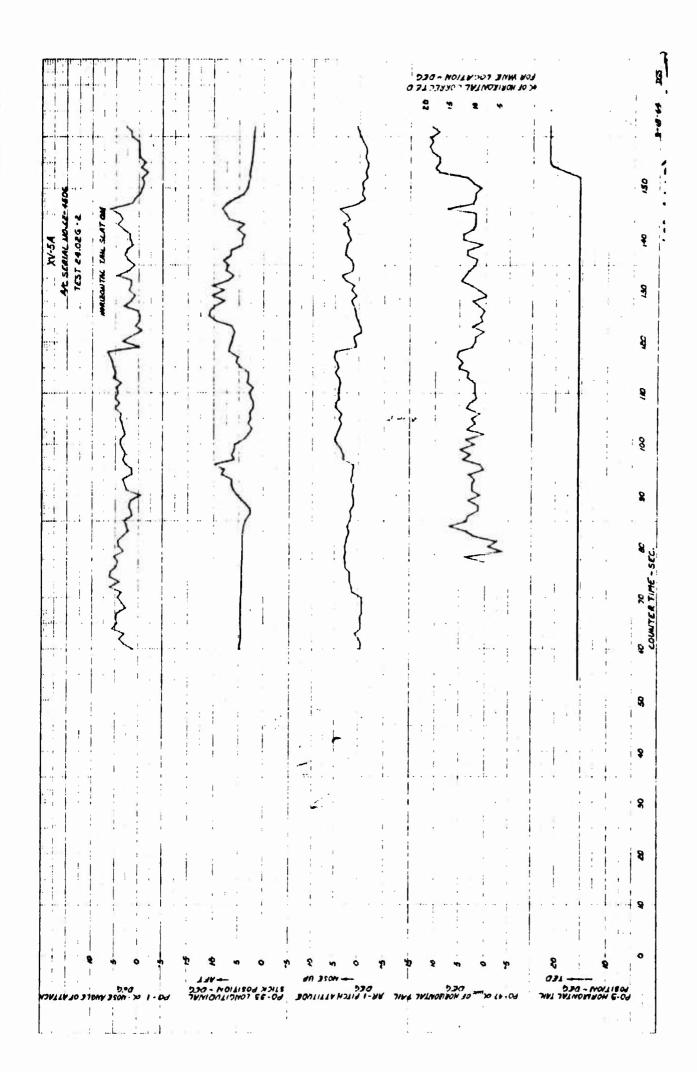


Figure A-43E Horizontal Stabilizer Downwash Parameter Time Histories, A/C No. 62-4506, Test 24.02G Sheet 1 of 3

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Figure A-43E Horizontal Stabilizer Downwash Parameter Time Histories, A/C No. 62-4506, Test 24.02G Sheet 2 of 3

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Figure A-43E Horlzontal Stabilizer Downwash Parameter Time Histories, A/C No. 62-4506, Test 24.02G Sheet 3 of 3

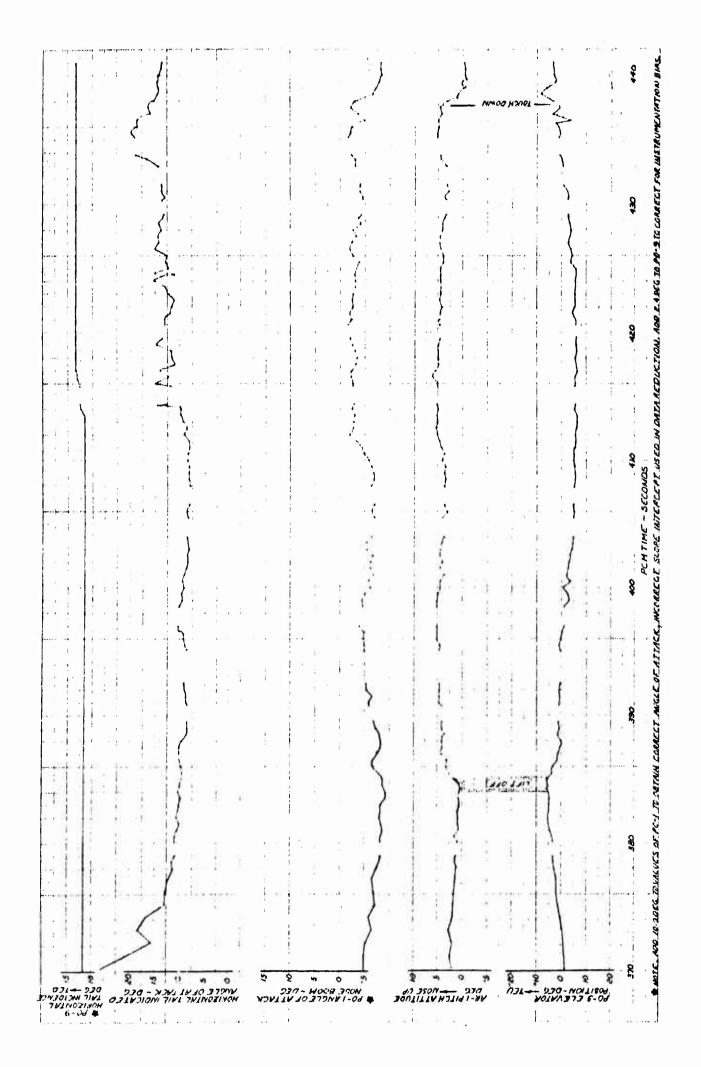


Figure A-43F STOL Operation Time Histories, A/C No. 62-4506, Test 58.0F Sheet 1 of 2

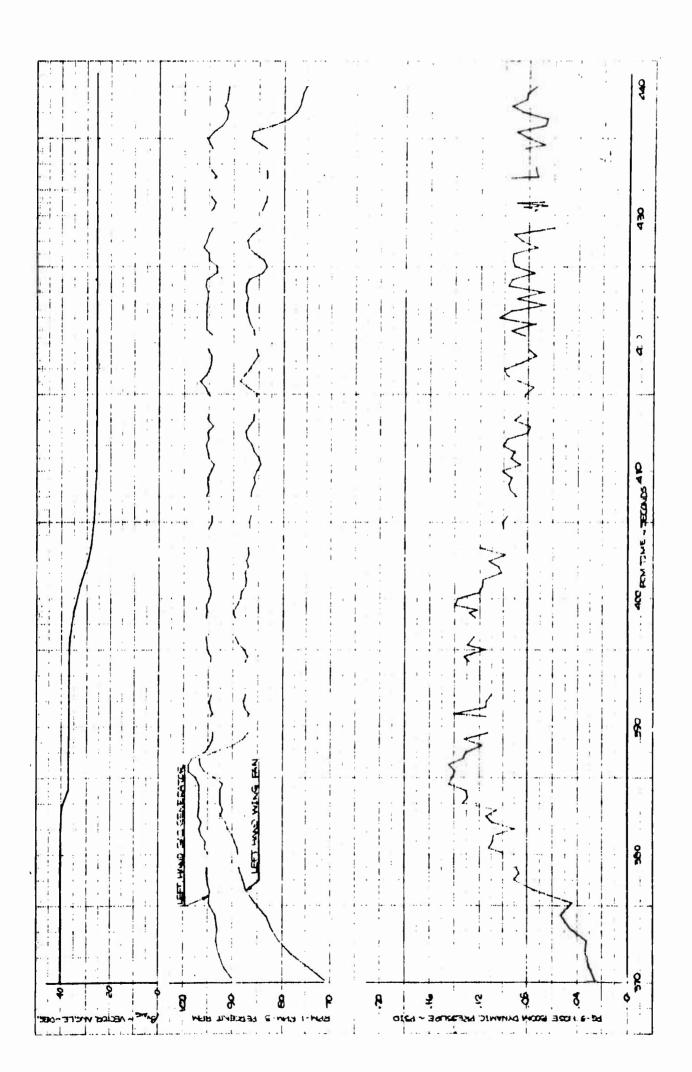
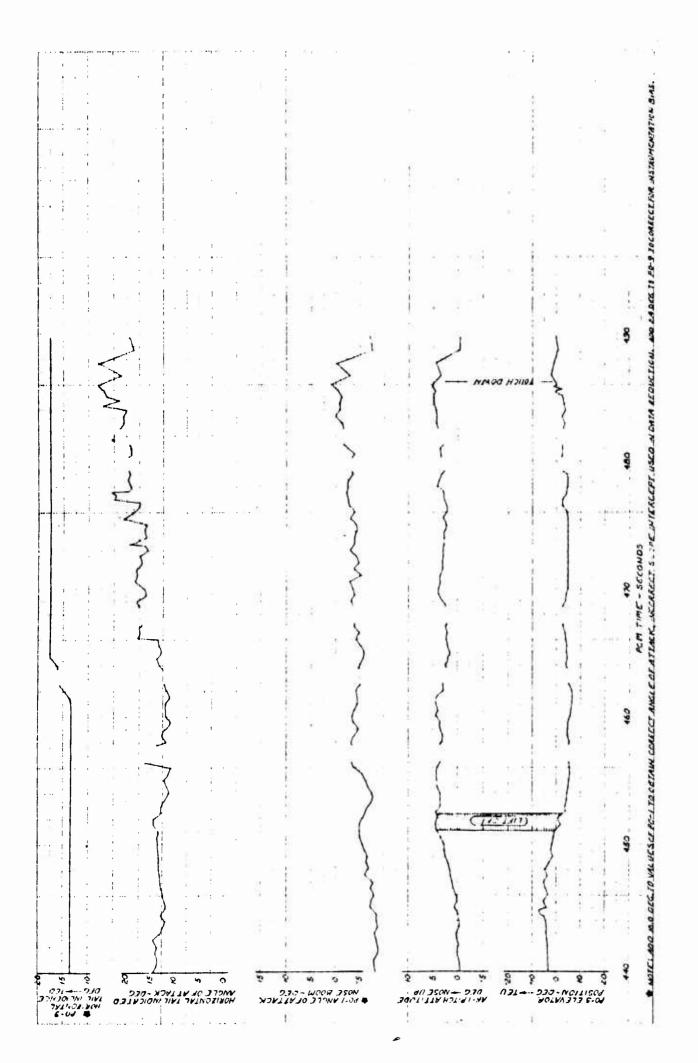
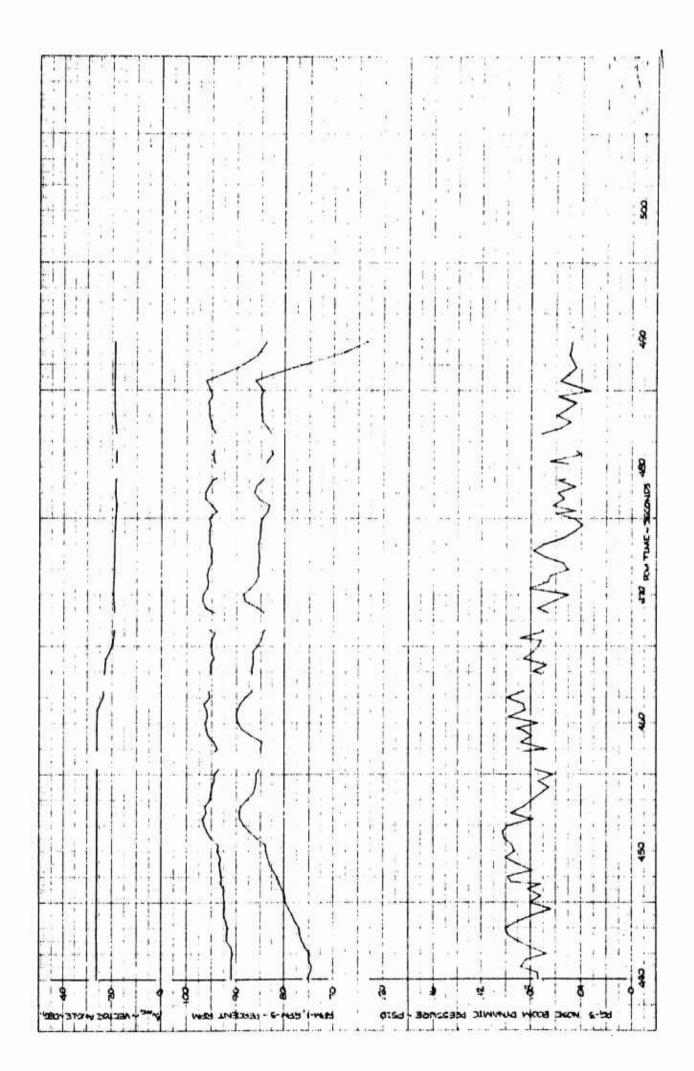


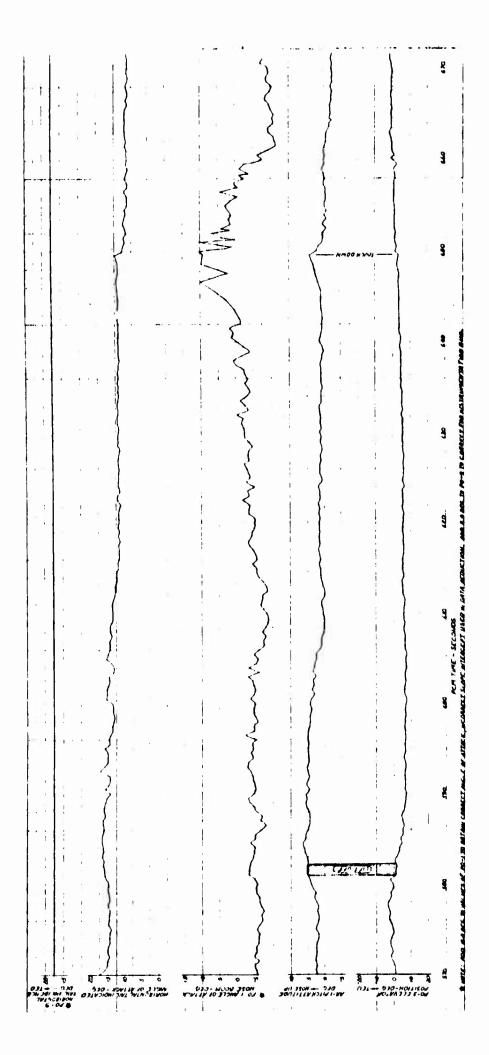
Figure A-43F STOL Operation Time Histories, A/C No. 62-4506, Test 58.0F Sheet 2 of 2



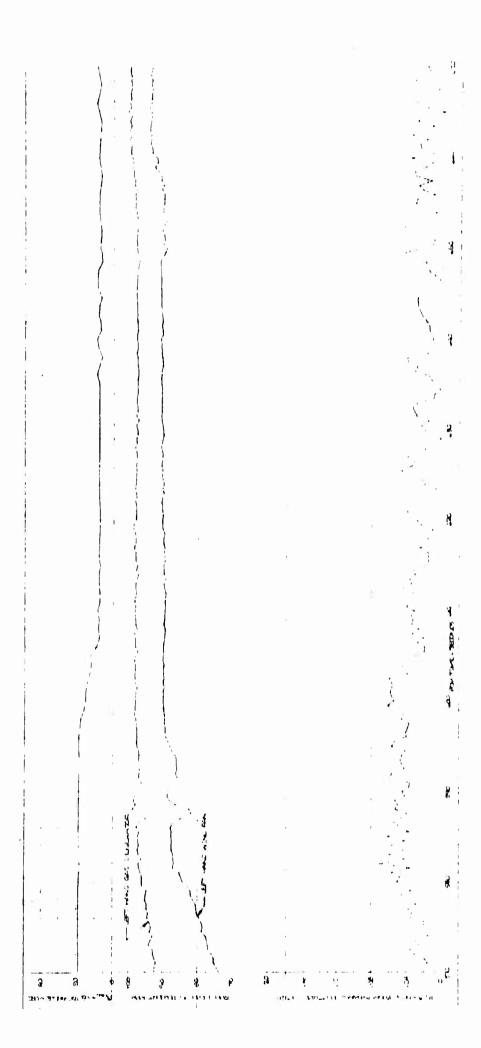
STOL Operation $T^{\rm L}$ ime Histories, A/C No. 62-4506, Test 58. 0F Sheet 1 of 2 Figure A-44



STOL Operation Time Histories, A/C No. 62-4506, Test 58.0F Sheet 2 of 2 Figure A-44



STOL Operation Time Histories, A/C No. 62-4506, Test 58.0F Sheet 1 of 2 Figure A-45



STOL Operation Time Histories, A/C No. 62-4506, Test 58.0F Sheet 2 of 2 Figure A-45

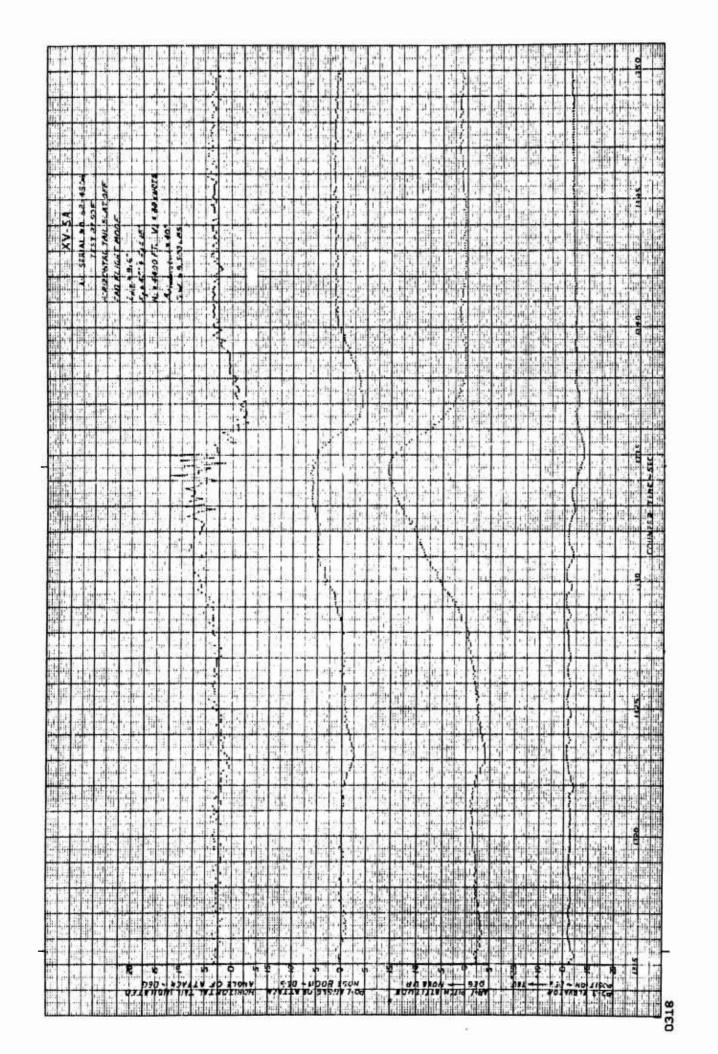
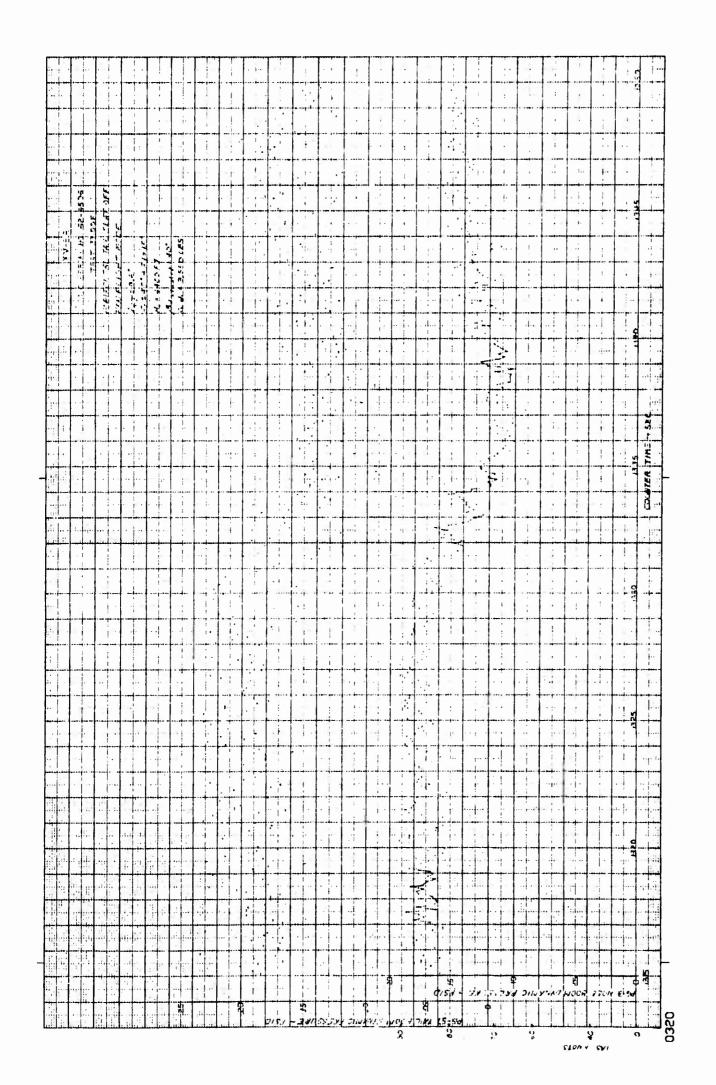


Figure A-46 Horizontal Stabilizer Downwash Parameter Time Histories, Fan Flight Mode, A/C No. 62-4506, Test 39.00F Sheet 1 of 2



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Figure A-46 Horizontal Stabilizer Downwash Parameter Time Histories, Fan Flight Mode, A/C No. 52-4596, Test 39.00F Sheet 2 of 2

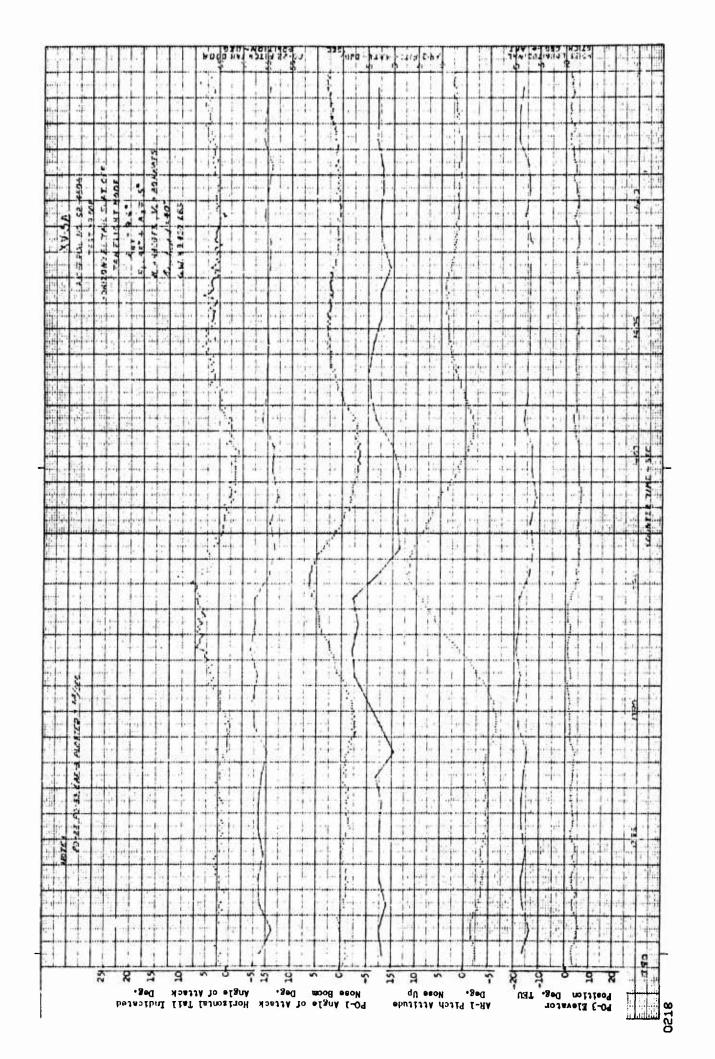


Figure A-47 Horizontal Stabilizer Parameter Time Histories, Fan Flight Mode, A/C No. 62-4506, Test 39.00F Sheet 1 of 2

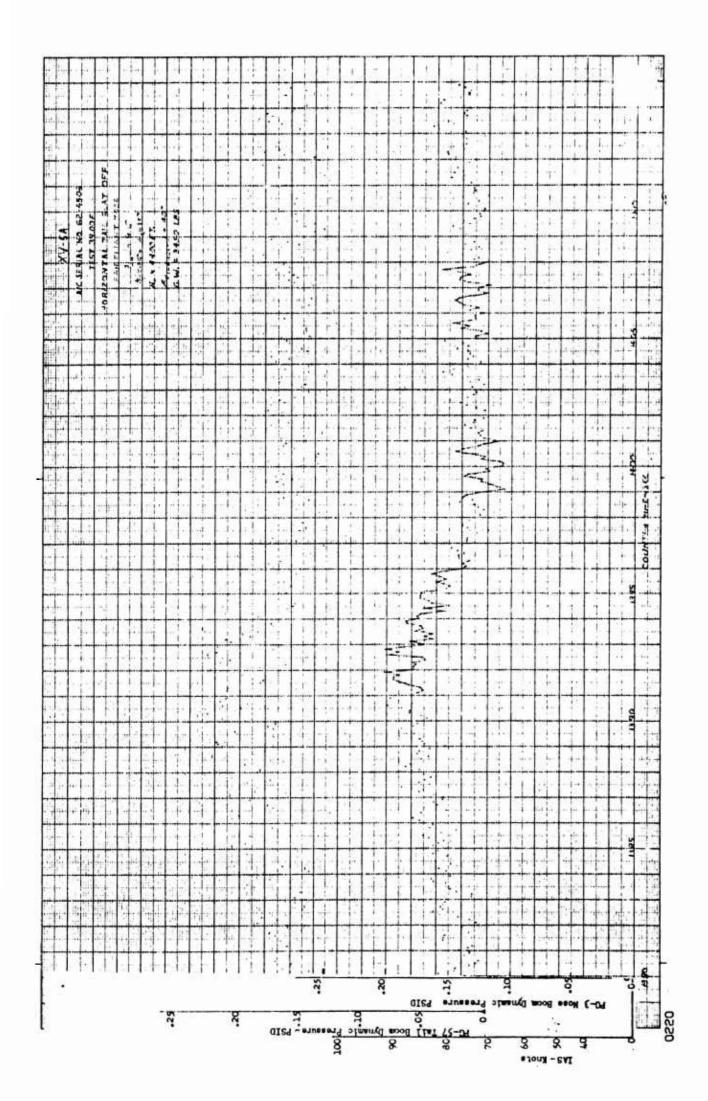


Figure A-47 Horizontal Stabilizer Parameter Time Histories, Fan Flight Mode, A/C No. 62-4506, Test 39.00F Sheet 2 of 2

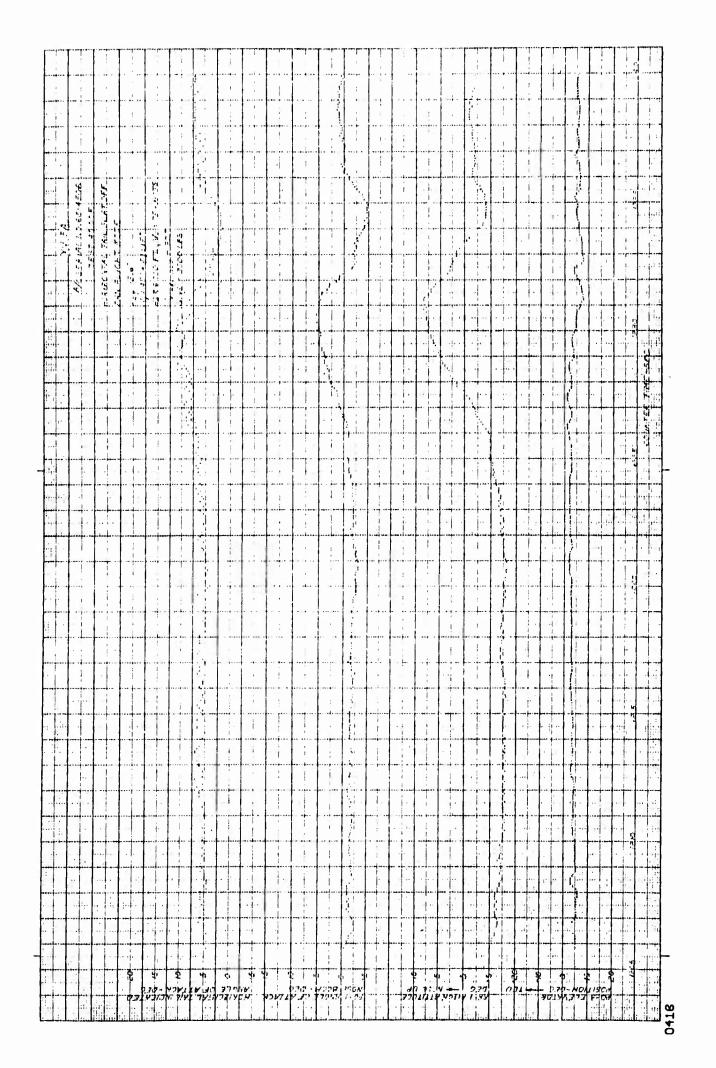
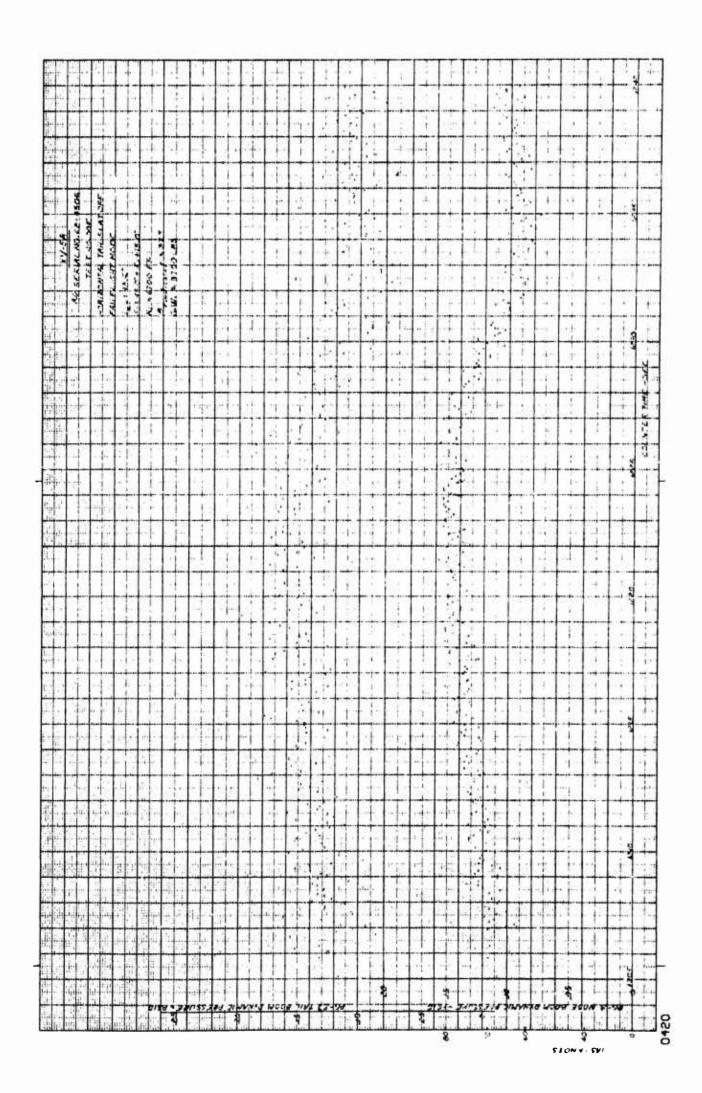


Figure A-48 Horizontal Stabilizer Downwash Parameter Time Histories, Fan Flight Mode, 00F A/C No. 62-4506, Tes' Sheet 1 of 2



Horizontal Stabilizer Downwash Parameter Time Histories, Fan Flight Mode, A/C No. 62-4506, Test 40.00F Sheet 2 of 2 Figure A-48

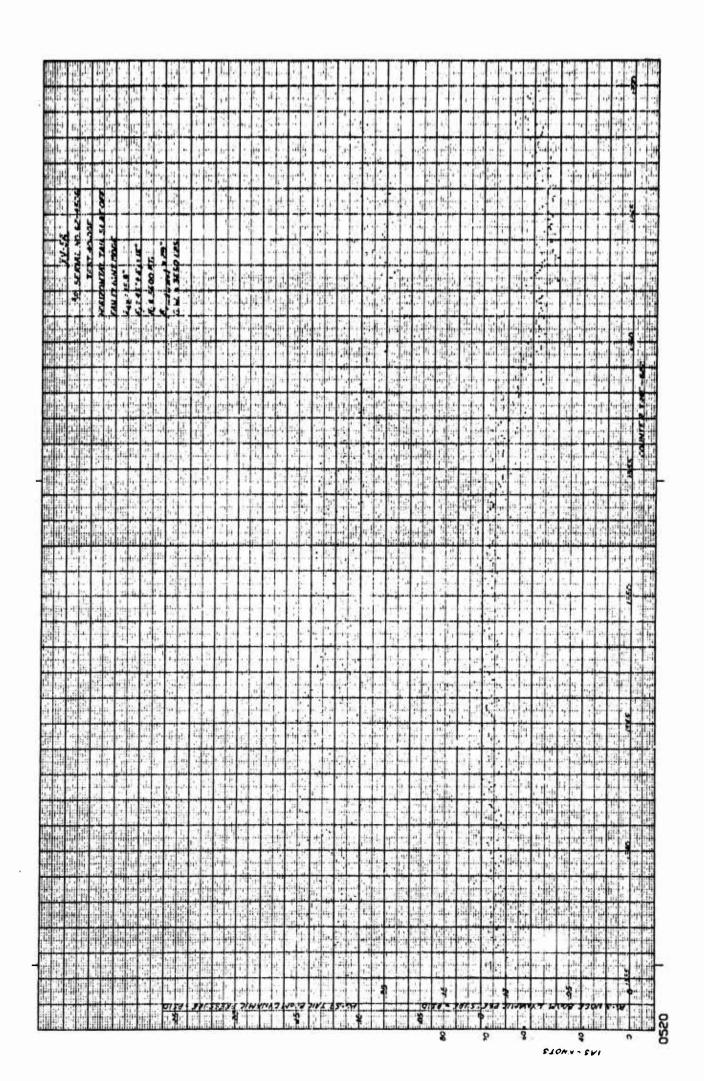
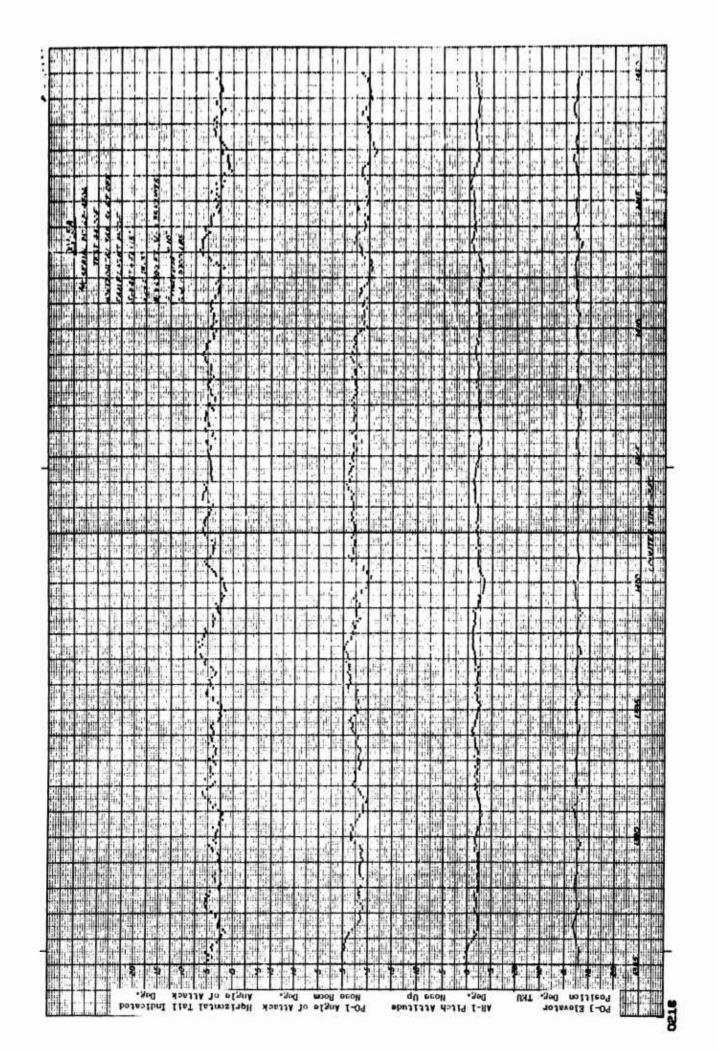


Figure A-49 Horizontal Stabilizer Downwash Parameter Time Histories, Fan Flight Mode, A/C No. 62-4506, Test 40.00F Sheet 2 of 2



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Figure A-50 Horizontal Stabilizer Downwash Parameter Time Histories, Fan Flight Mode, A/C No. 62-4506, Test 44.00F Sheet 1 of 4

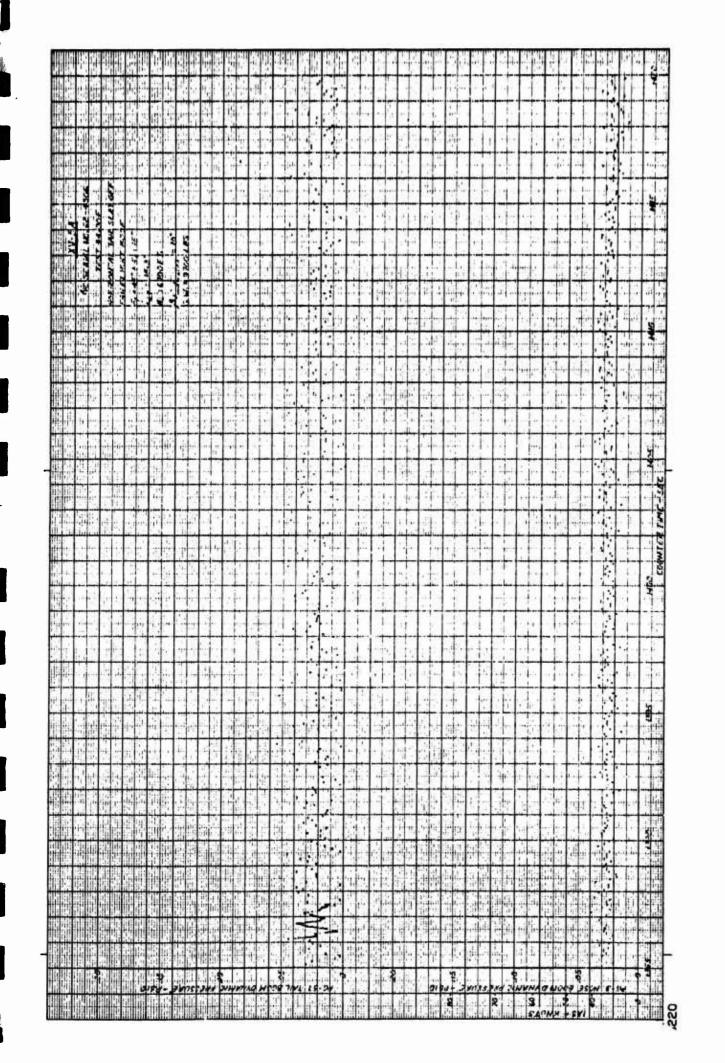


Figure A-50 Horizontal Stabilizer Downwash Parameter Time Histories, Fan Flight Mode, A/C No. 62-4506, Test 44.00F Sheet 2 of 4

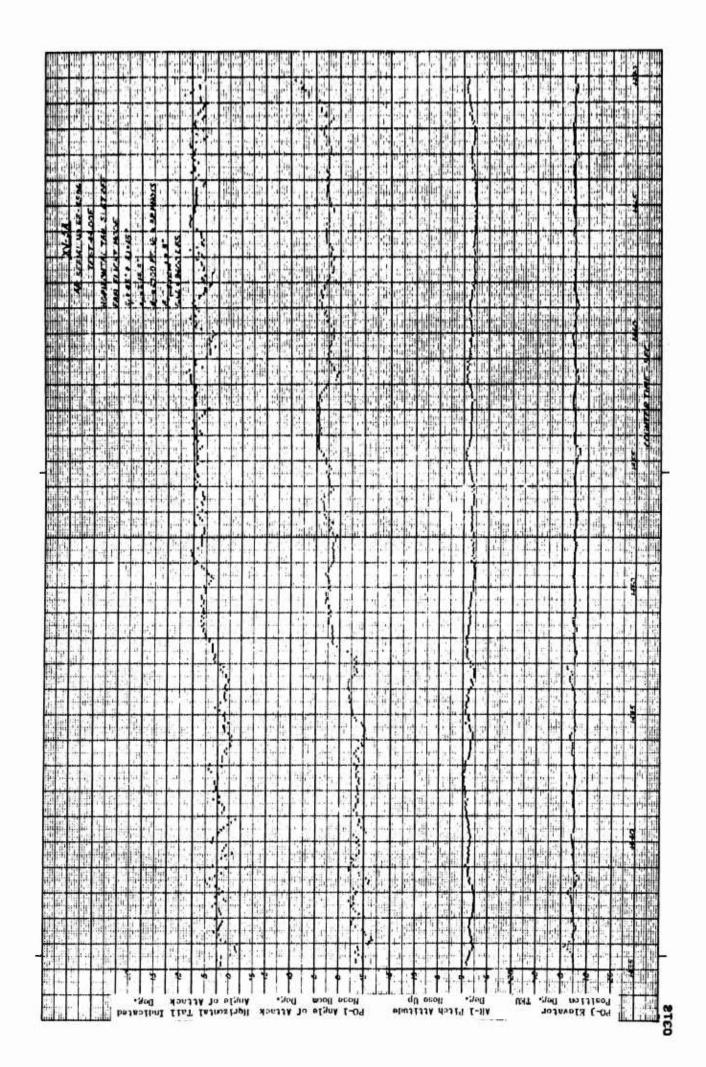
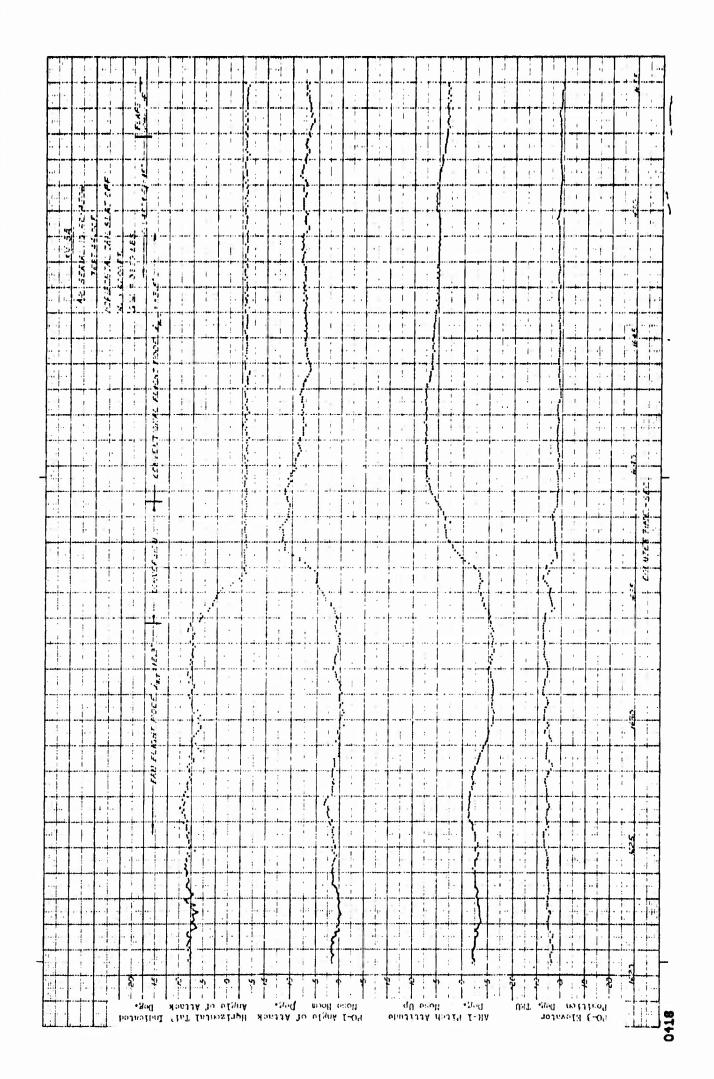
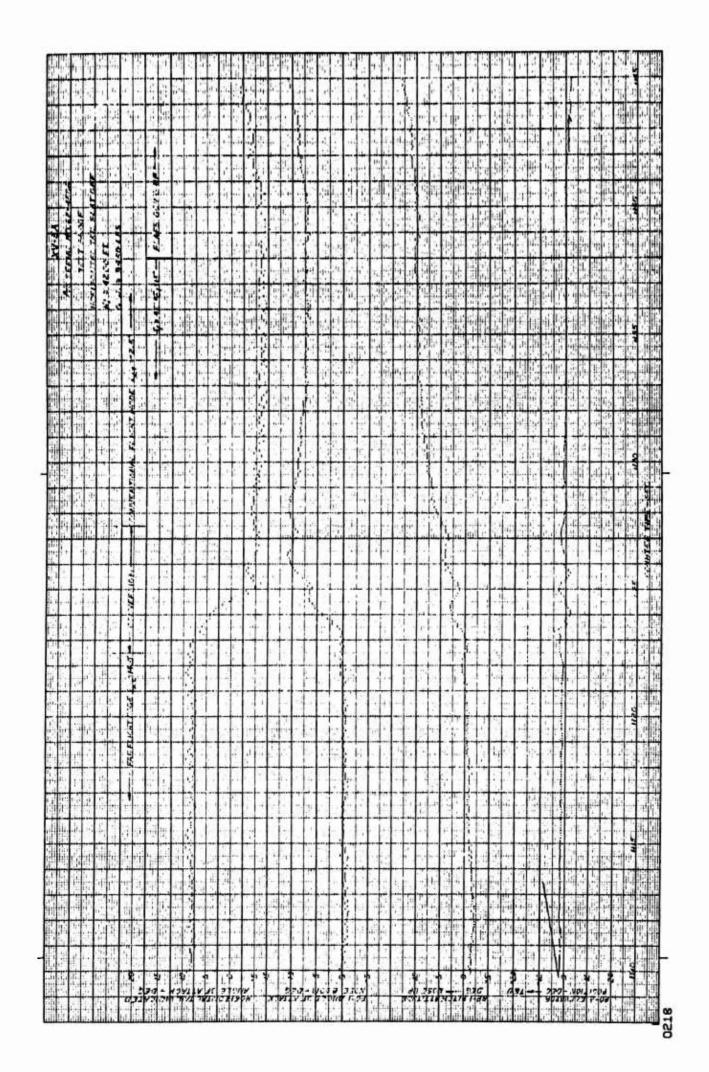


Figure A-50 Horizontal Stabilizer Downwash Parameter Time Histories, Fan Flight Mode, A/C No. 62-4506, Test 44.00F Sheet 3 of 4



Horizontal Stabilizer Downwash Parameter Time Histories, Fan Flight Mode, A/C No. 62-4506, Test 44.00F Sheet 4 of Figure A-50



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Figure A-51 Horizontal Stabilizer Downwash Parameter Time Histories, A/C No. 62-4506, Test 34,00F

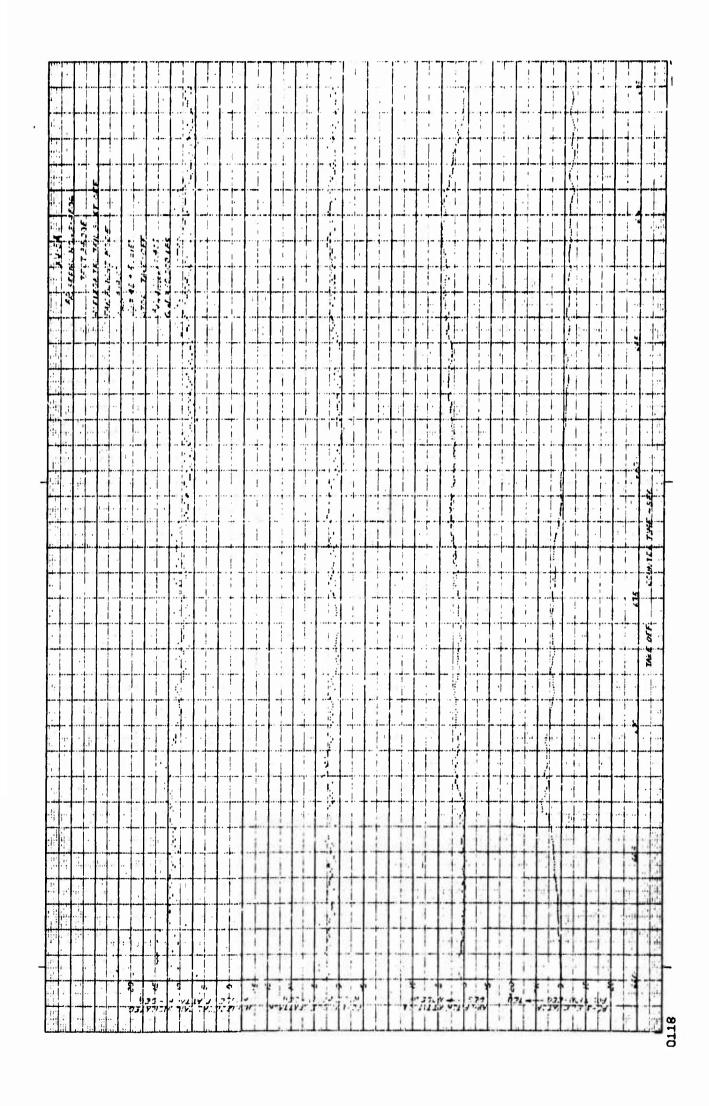


Figure A-52 Horizontal Stabilizer Downwash Parameter Time Histories, Fan Flight Mode, A/C No. 62-4506, Test 34.00F

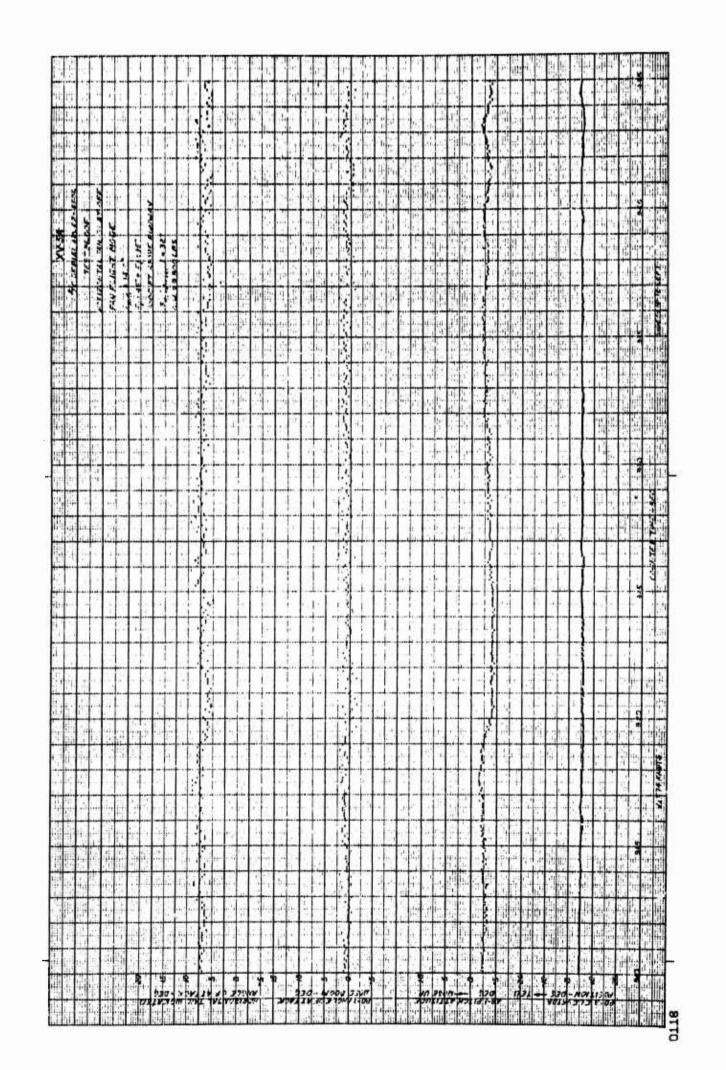


Figure A-53 Horizontal Stabilizer Lownwash Parameter Time Histories, Fan Flight Mode, A/C No. 62-4506, Test 36.00F Sheet 1 of 2

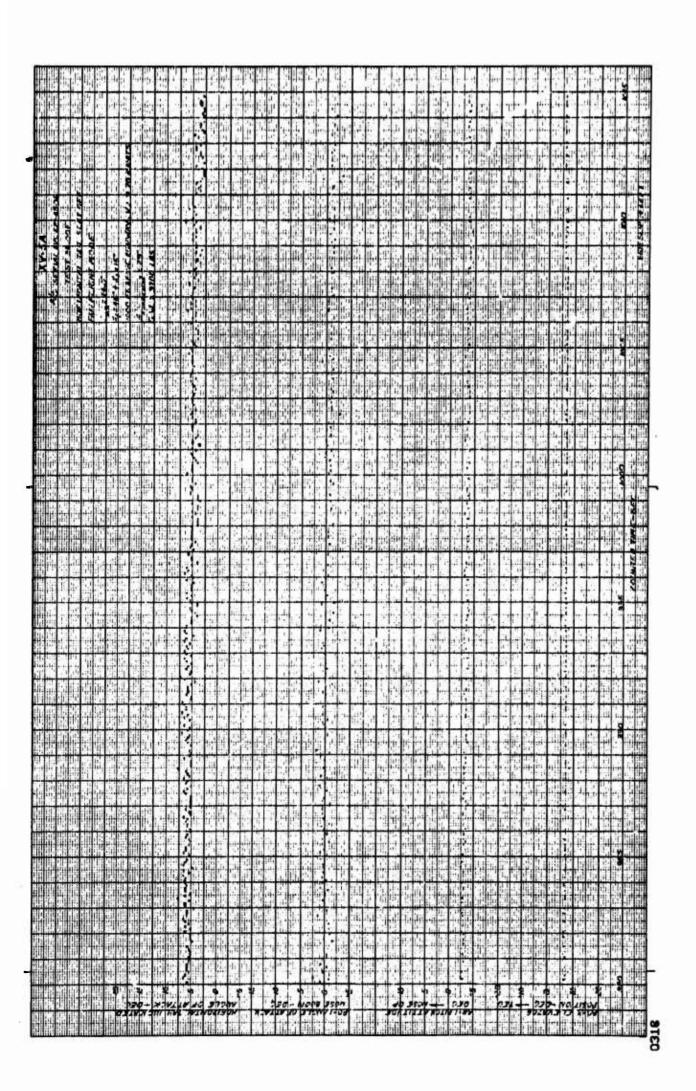
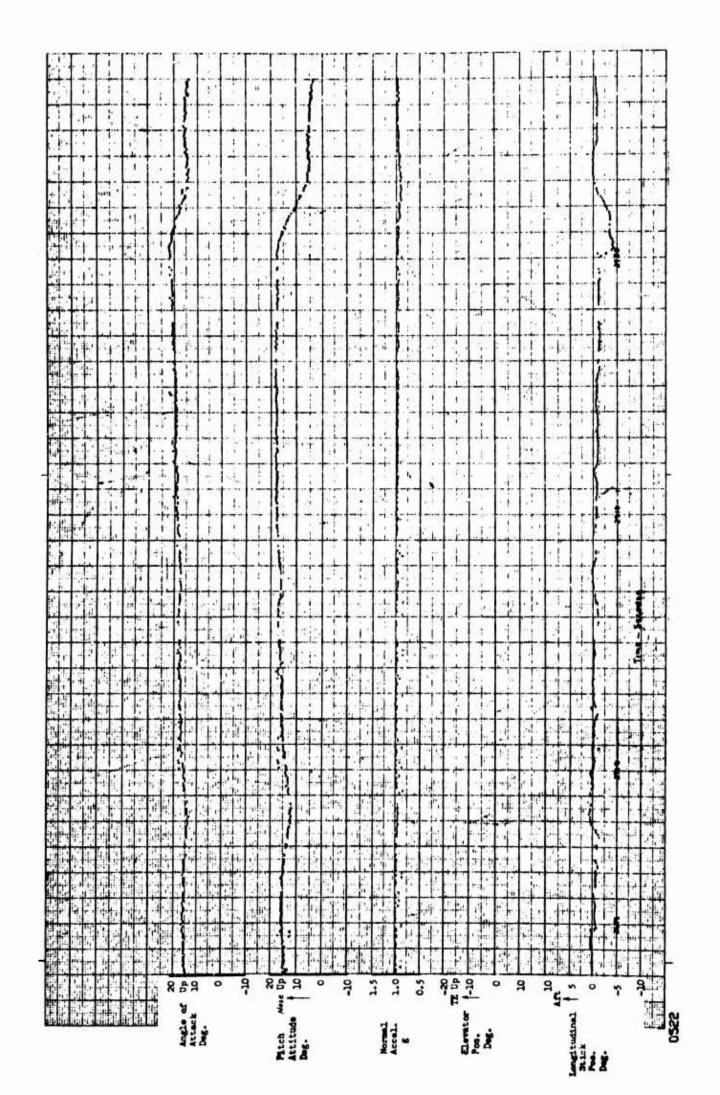
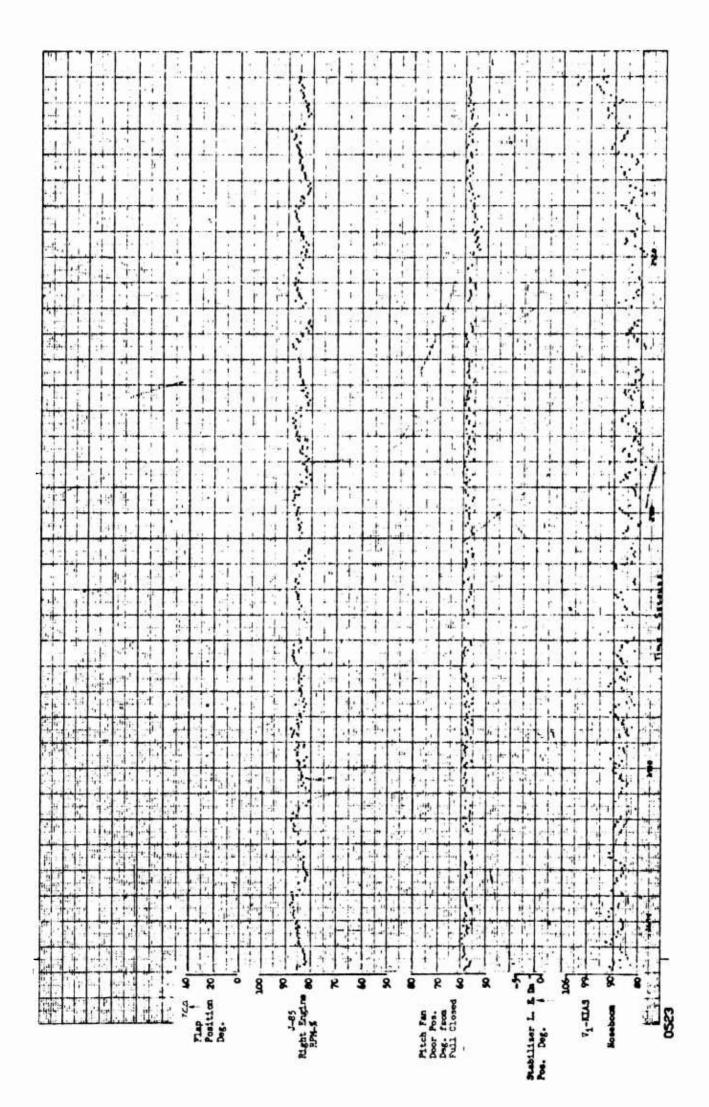


Figure A-53 Horizontal Stabilizer Downwash Parameter Time Histories, Fan Flight Mode, A/C No. 62-4506, Test 36.00F Sheet 2 of 2



Stall Approach in Preconversion Configuration, A/C No. 62-4506, Test 25.0F, $H_{l}\approx10,000$ Feet, G.W. $\approx 10,000$ Pounds Figure A-54



Stall Approach in Preconversion Configuration, A/C No. 62-4506, Test 25.0F, $H_{i}\approx10,000$ Feet, G.W. ≈ 10,000 Pounds Figure A-55

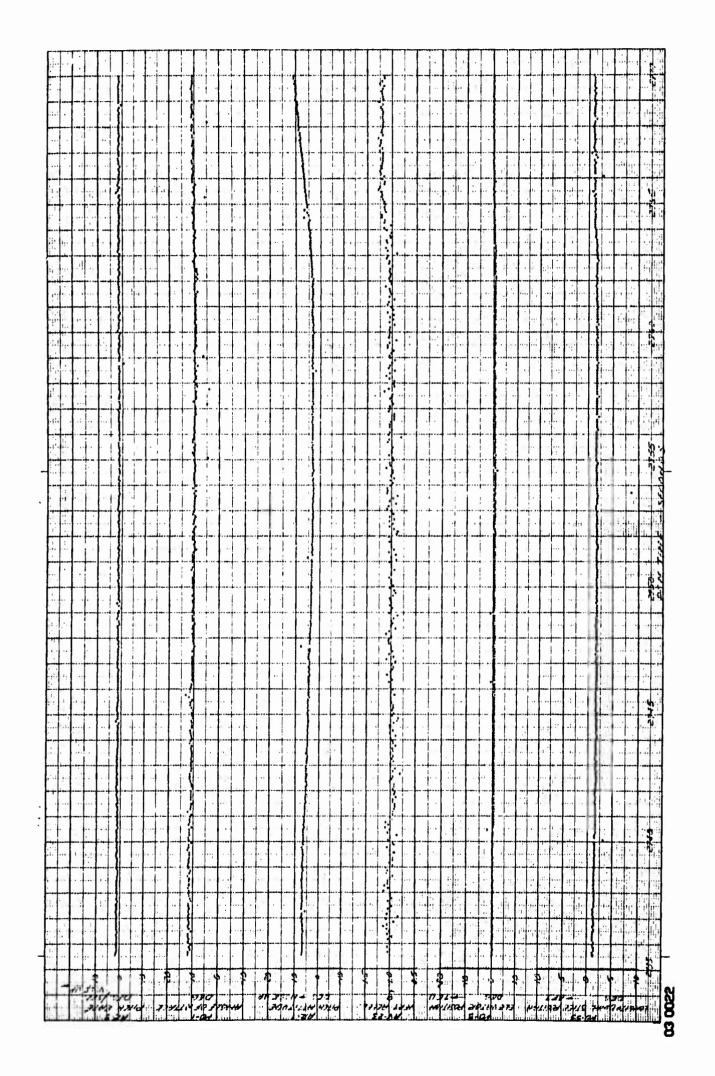
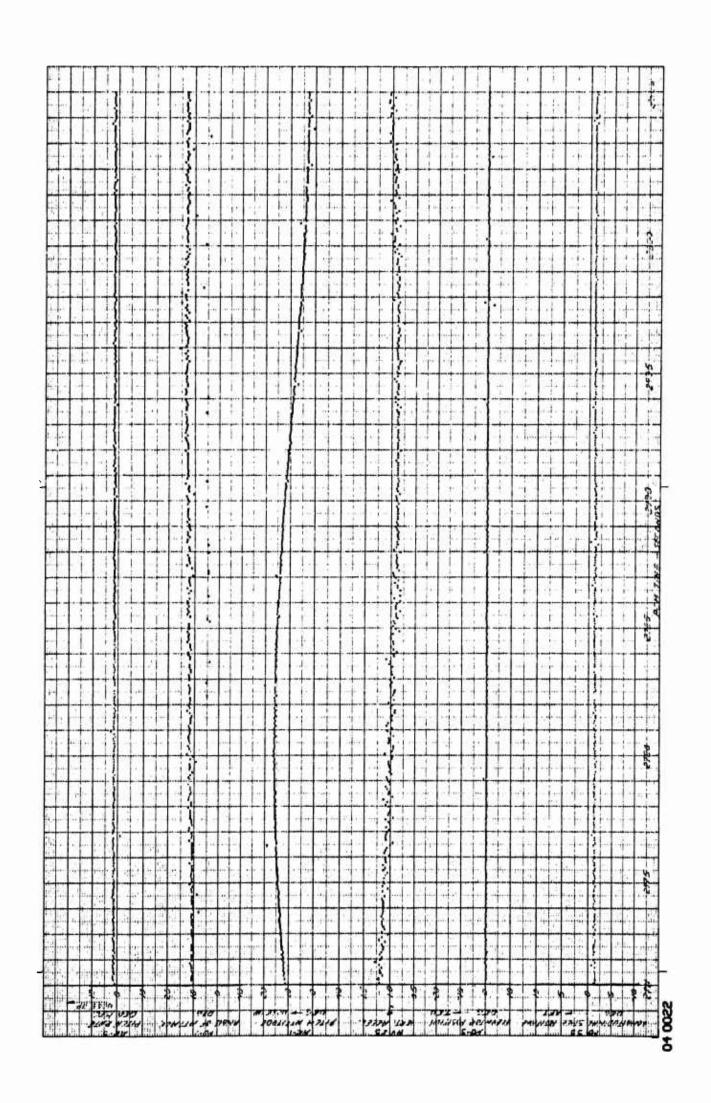


Figure A-56 Long Period Longitudinal Stability Check, Stick Free, A/C No. 62-4505, Test 7.0F, $H_1 \approx 12,000$ Feet, $V_{iTrim} \approx 150$ Knots, G.W. $\approx 10,300$ Pounds C.G. Position F.S. 240, Configuration C R



Long Period Longitudinal Stability Check, Stick Free, A/C No. 62-4505, Test 7.0F, $H_{\rm i}\approx 12,000\,{\rm Feet}$, Vi_{Trim} ≈ 150 Knots, G.W. ≈ 10,300 Pounds, C.G. Position F.S. 240, Configuration C R Figure A-57

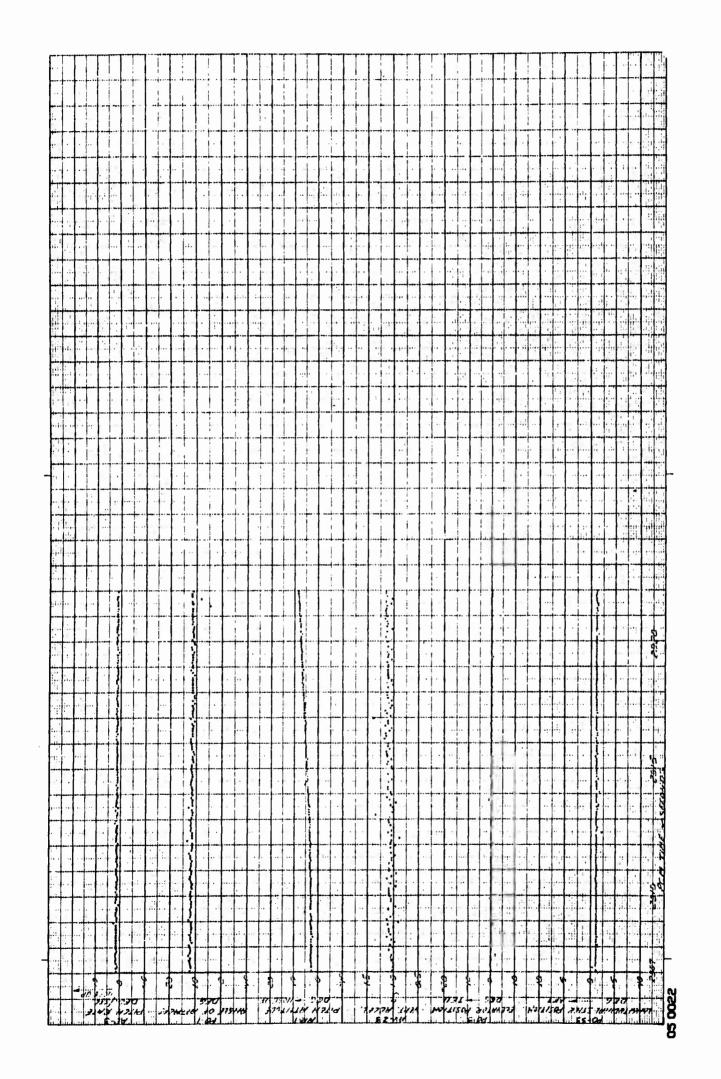
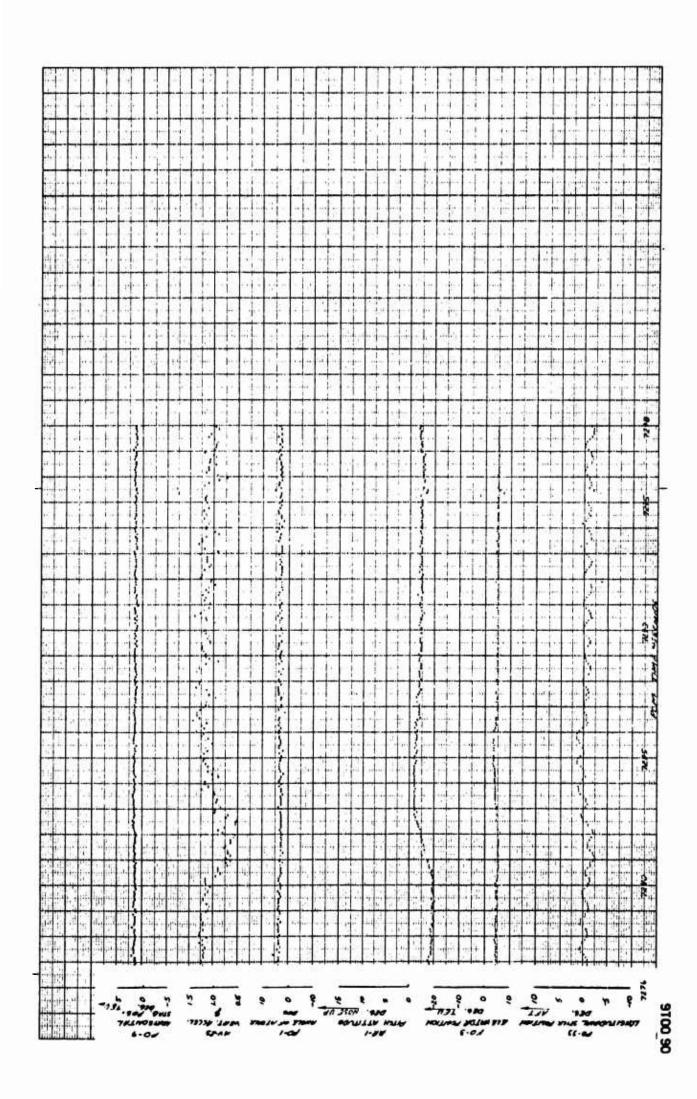
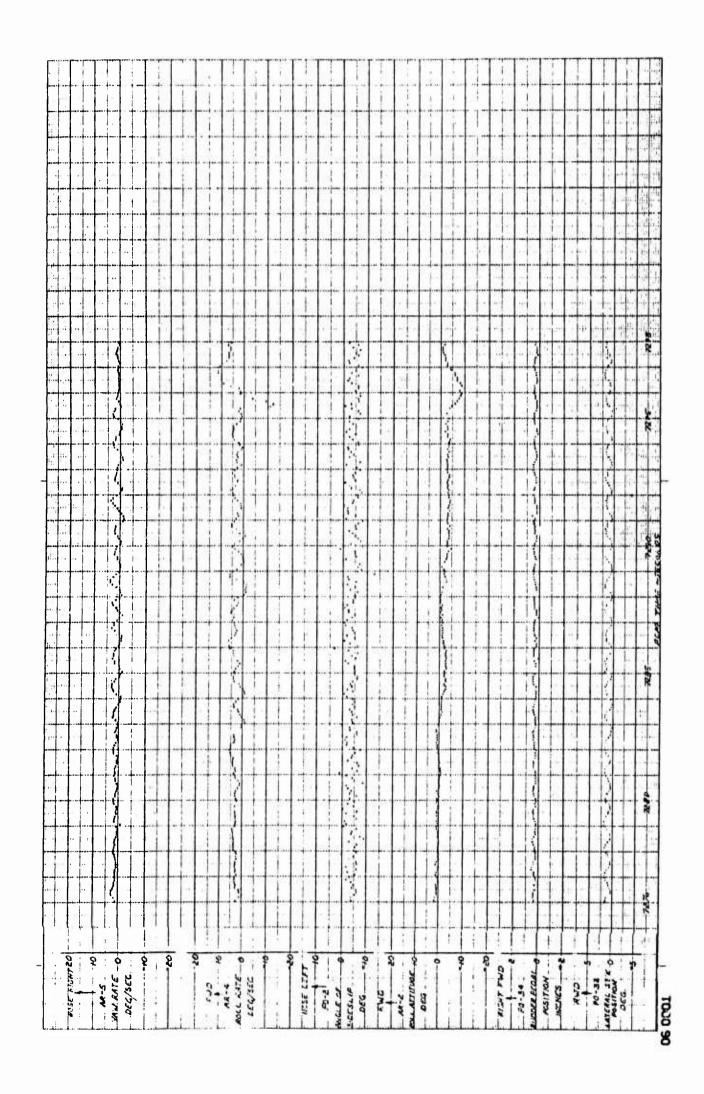


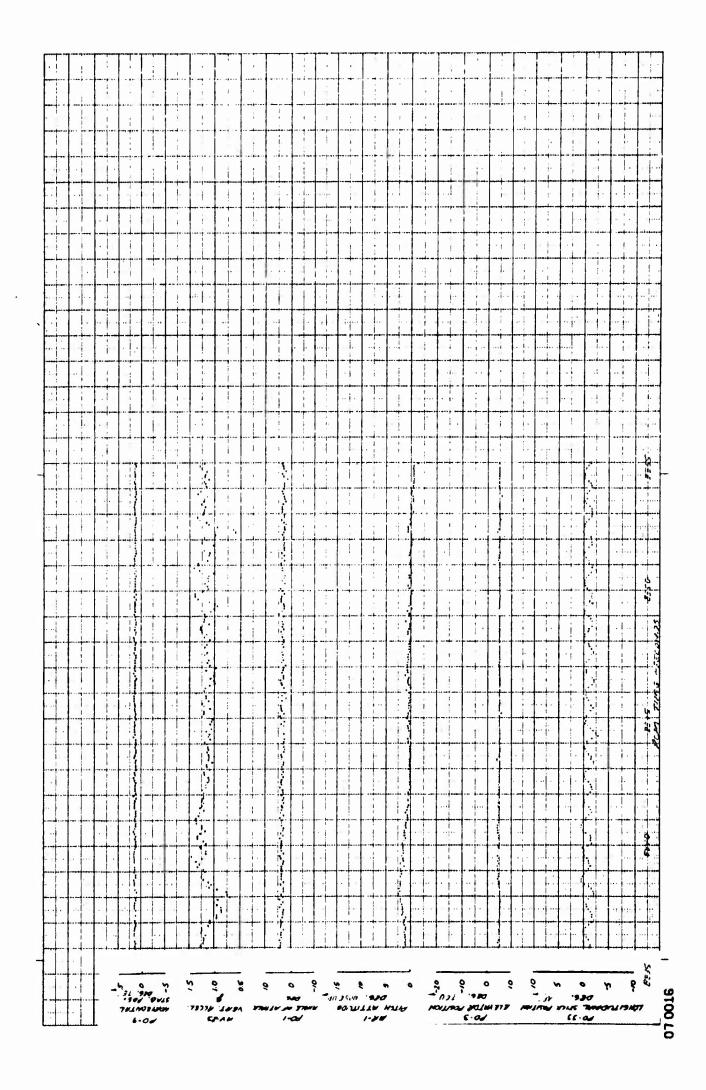
Figure A-58 Long Period Longitudinal Stability Check, Stick Free, A/C No. 62-4505, Test 7.0F, H_i ≈ 12,000 Feet, $V_{i\,Trim}^{} \approx 150$ Knots, G.W. $\approx 10,300$ Pounds, C.G. Position F.S. 240, Configuration C R



Longitudinal Stability Check, A/C No. 62-4505 Test 23.0F, $H_i \approx 7700$ Feet, $V_i \approx 405$ Knots, K G.W. ≈ 10,300 Pounds, C.G. Position F.S. 241, Configuration C Figure A-59

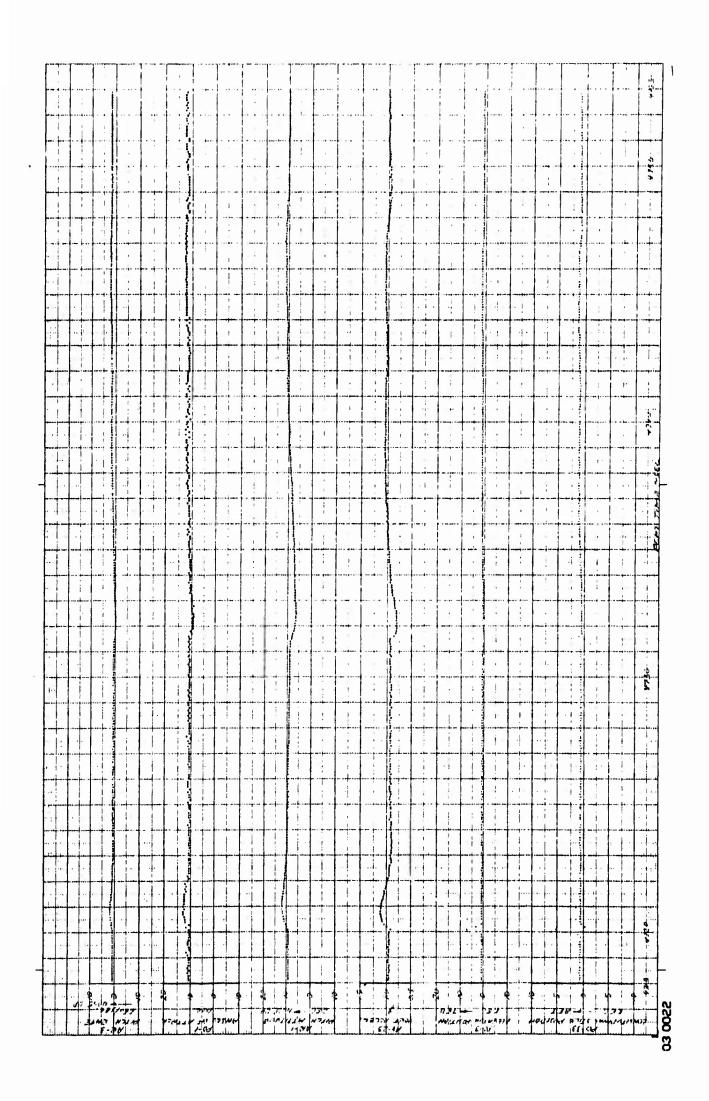


Longitudinal Stability Check, A/C No. 62-4505, Test 23.0F, $H_i \approx 7700$ Feet, $V_i \approx 405$ Knots, G.W. ≈ 10,300 Pounds, C.G. Position F.S. 241, Configuration C Figure A-60

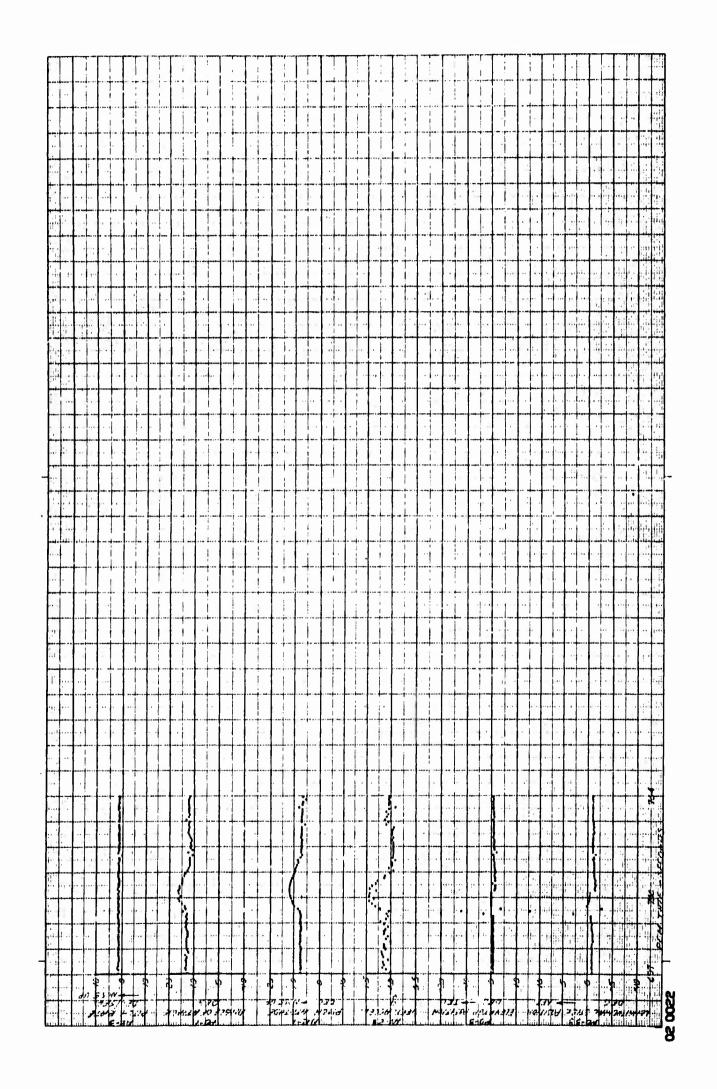


Longitudinal Stability Check, A/C No. 62-4505, Test 23.0F, $H_l \approx 7700$ Feet, $V_l \approx 405$ Knots, G.W. ≈ 10,300 Pounds, C.G. Position F.S. 241, Configuration C Figure A-61

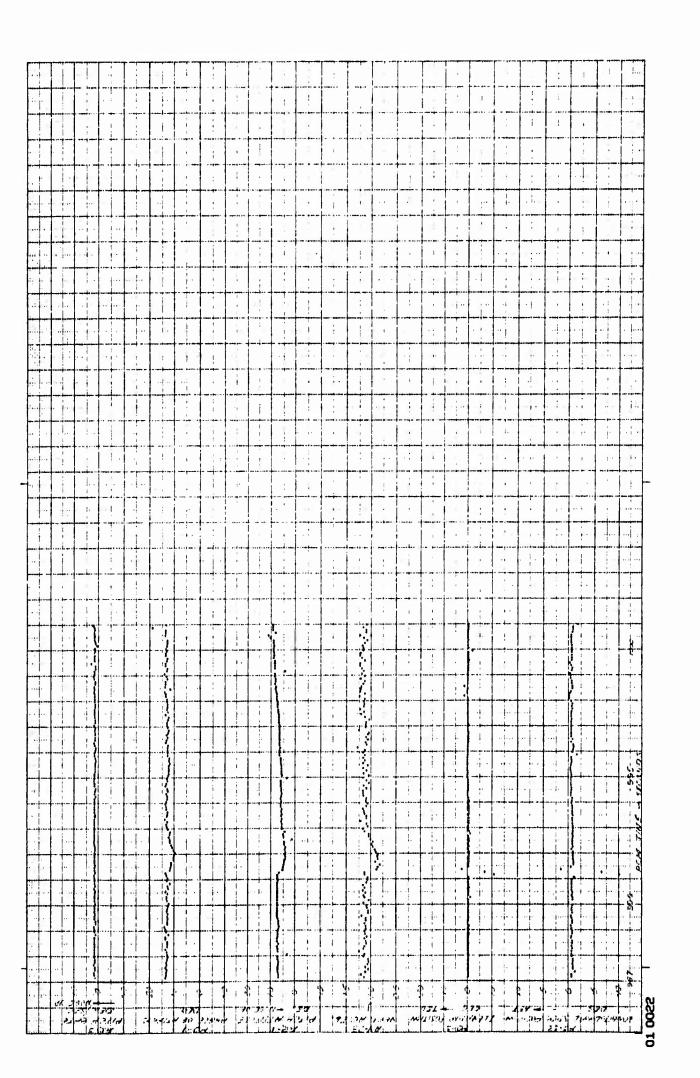
 \approx 7700 Feet, $V_i \approx 405$ Knots, K C G.W. ≈ 10,300 Pounds, C.G. Position F.S. 241, Configuration Longitudinal Stability Check, A/C No. 62-4505, Test 23.0F, Hi Figure A-62



Short Period Longitudinal Stability Check, A/C No. 62-4506, Test 7.0F, $H_{\rm i}\approx 13,000$ Feet, $V_1 \approx 130$ Knots, G.W. ≈ 9700 Pounds, C. G. Position F.S. 240, Gear Down, Flaps Up Figure A-63



Short Period Longitudinal Stability Check, A/C No. 62-4505, Test 7.0F, $H_i \approx 12,000$ Feet, $V_i \approx 150$ Knots, G.W. $\approx 10,500$, C.G. Position F.S. 239.8, Configuration C R Figure A-64

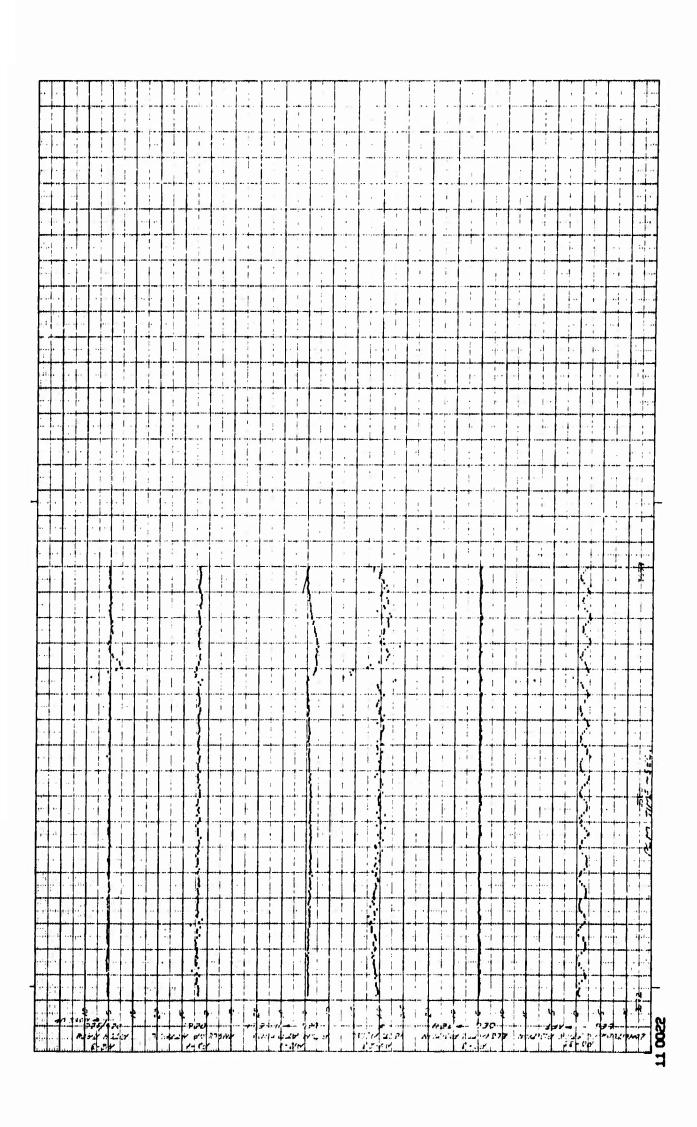


Short Period Longitudinal Stability Check, A/C No. 62-4505, Test 7.0F, $H_i \approx 12,000$ Feet, V_i ≈ 150 Knots, G.W. ≈ 10,500, C.G. Position F.S. 239.8, Configuration C Figure A-65

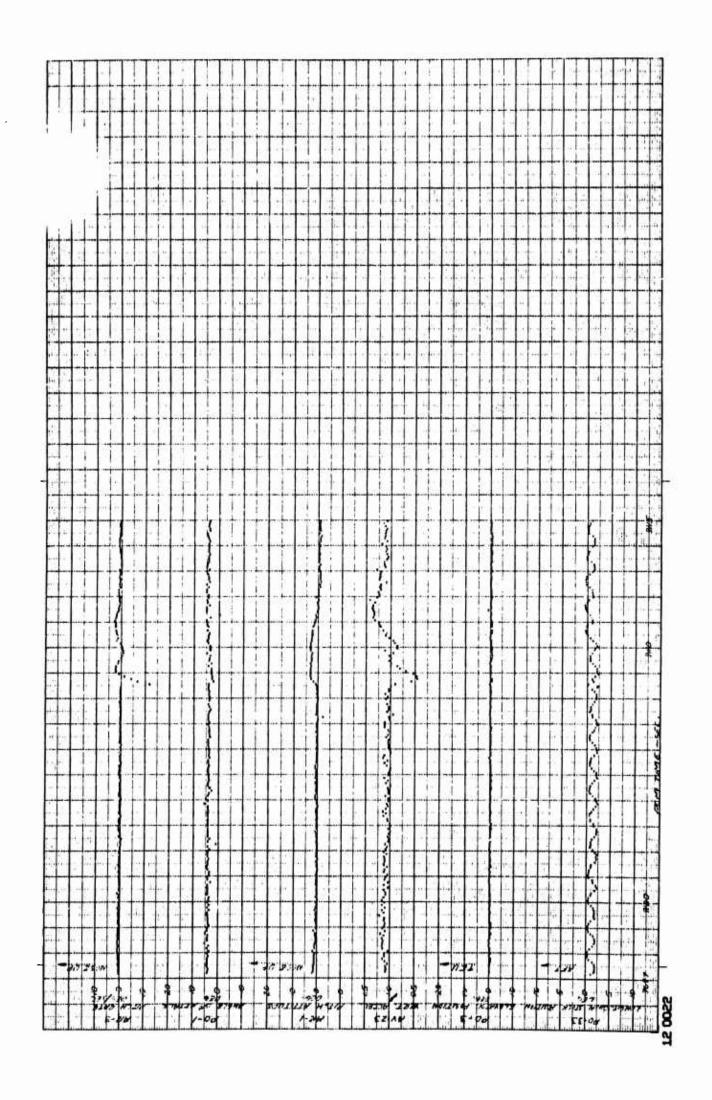
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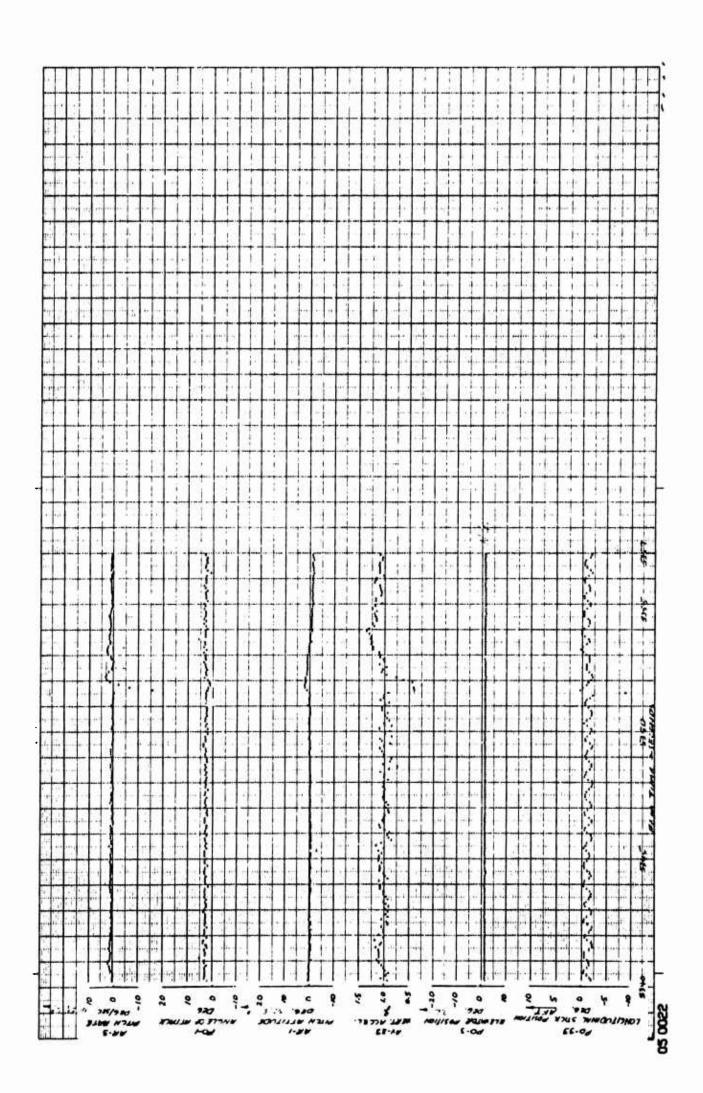
Short Period Longitudinal Stability Check, A/C No. 62-4505, Test 15.0F, H_l ≈ 8000 Feet, 民 240.2, Configuration C $V_i \approx 284$ Knots, G.W. $\approx 11,000$ Pounds, C.G. Position F.S. Figure A-66



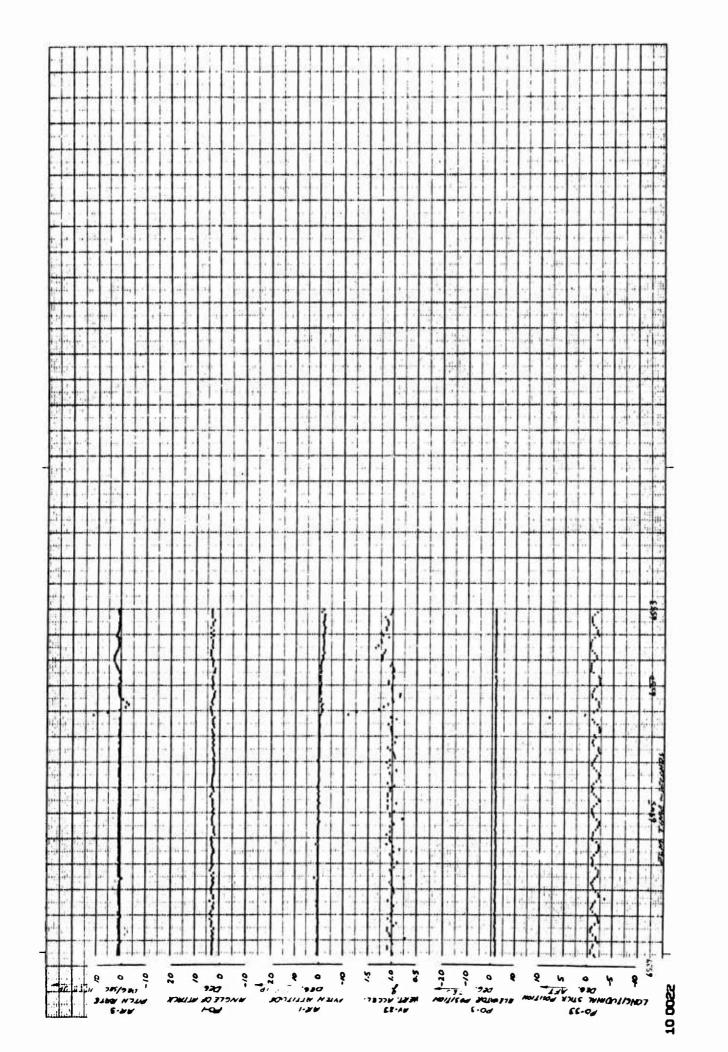
Short Period Longitudinal Stability Check, A/C No. 62-4505, Test 15.0F, $H_{l}\approx20,000$ Feet, 239.2, Configuration C $V_i \approx 289$ Knots, G.W. $\approx 10,250$ Pounds, C.G. Position F.S. Figure A-67



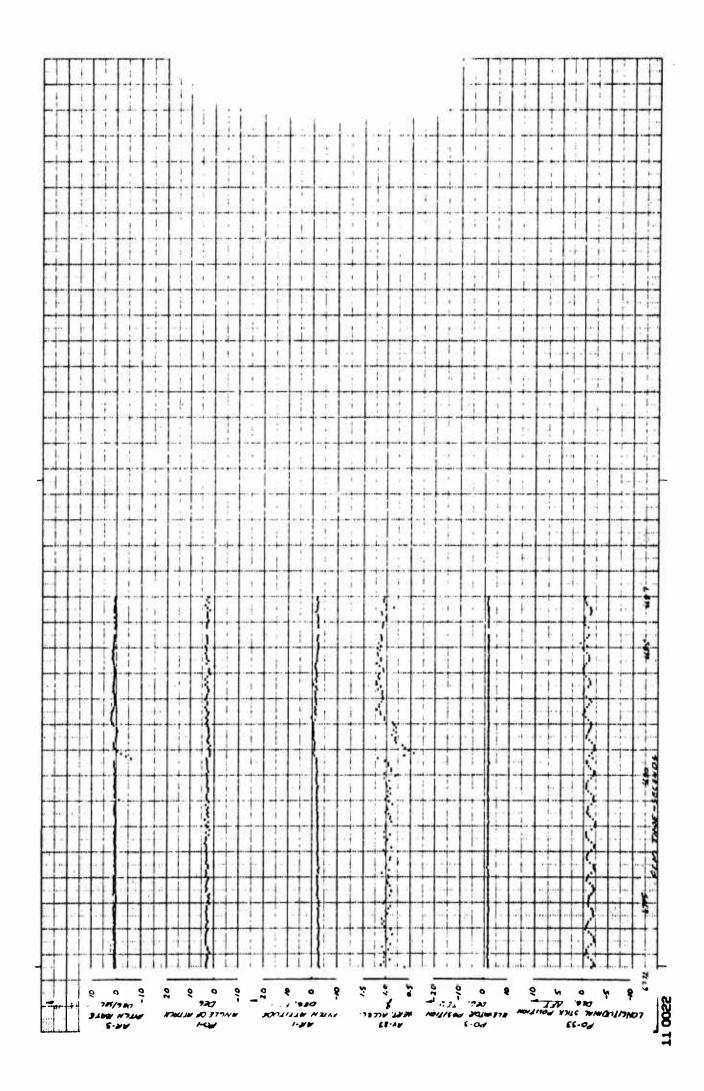
Short Period Longitudinal Stability Check, A/C No. 62-4505, Test 15.0F, $H_{i}\approx 20,000$ Feet, $V_i \approx 289$ Knots, G.W. $\approx 10,175$ Pounds, C.G. Position F.S. 239.5, Configuration C R Figure A-68



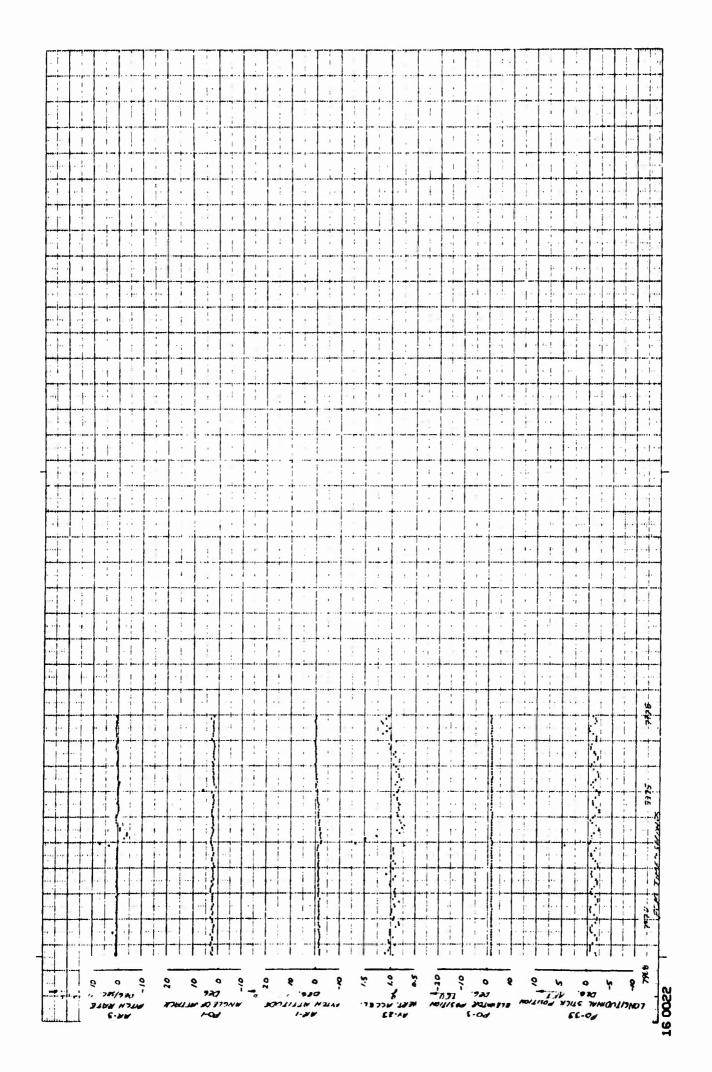
Short Period Longitudinal Stability Check, A/C No. 62-4505, Test 20.0F, $H_i \approx 8000$ Feet, $V_i \approx 346$ Knots, G.W. $\approx 11,200$ Pounds, C.G. Position F.S. 242.6, Configuration C R Figure A-69



Short Period Longitudinal Stability Check, A/C No. 62-4505, Test 20.0F, $H_i\approx 11,900$ Feet, $V_i\approx 349$ Knots, G.W. $\approx 10,600$ Pounds, C.G. Position F.S. 242.3, Configuration C R Figure A-70

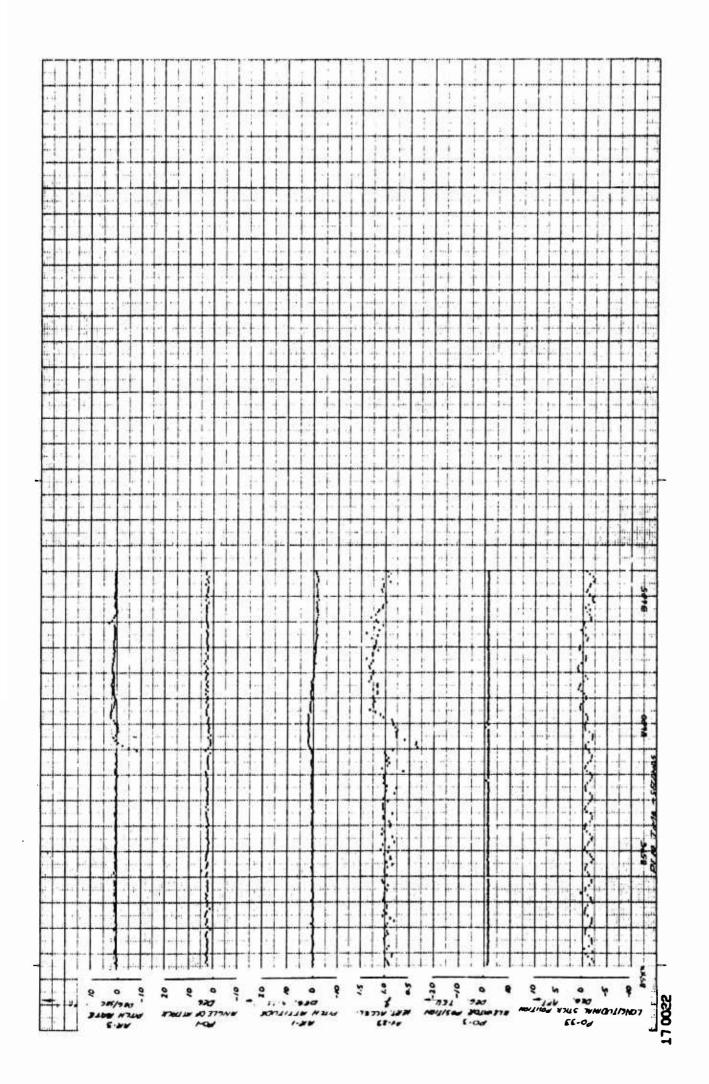


Short Period Longitudinal Stability Check, A/C No. 62-4505, Test 20.0F, $H_i\approx 12,100$ Feet, $V_i\approx 349$ Knots, G.W. $\approx 10,450$ Pounds, C.G. Position F.S. 242.0, Configuration C R Figure A-71



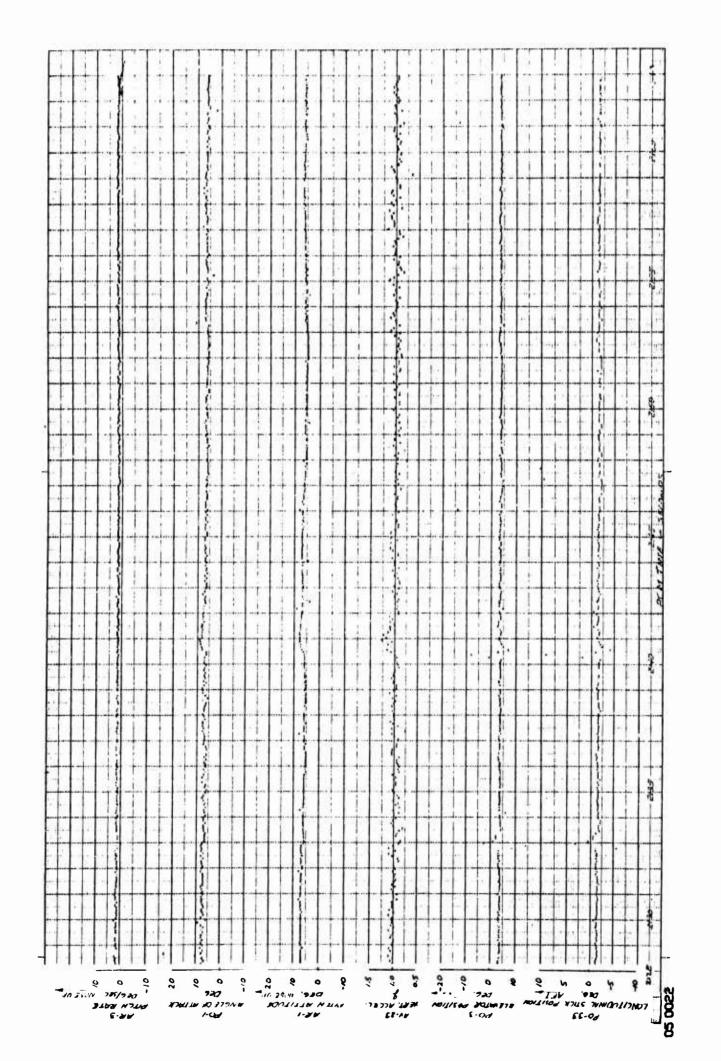
 $I_{\rm i} \approx 7800$ Feet, R Short Period Longitudinal Stability Check, A/C No. 62-4505, Test 20.0F, H_i $V_i\approx 375$ Knots, G.W. ≈ 9825 Pounds, C.G. Position 241.6, Configuration C Figure A-72





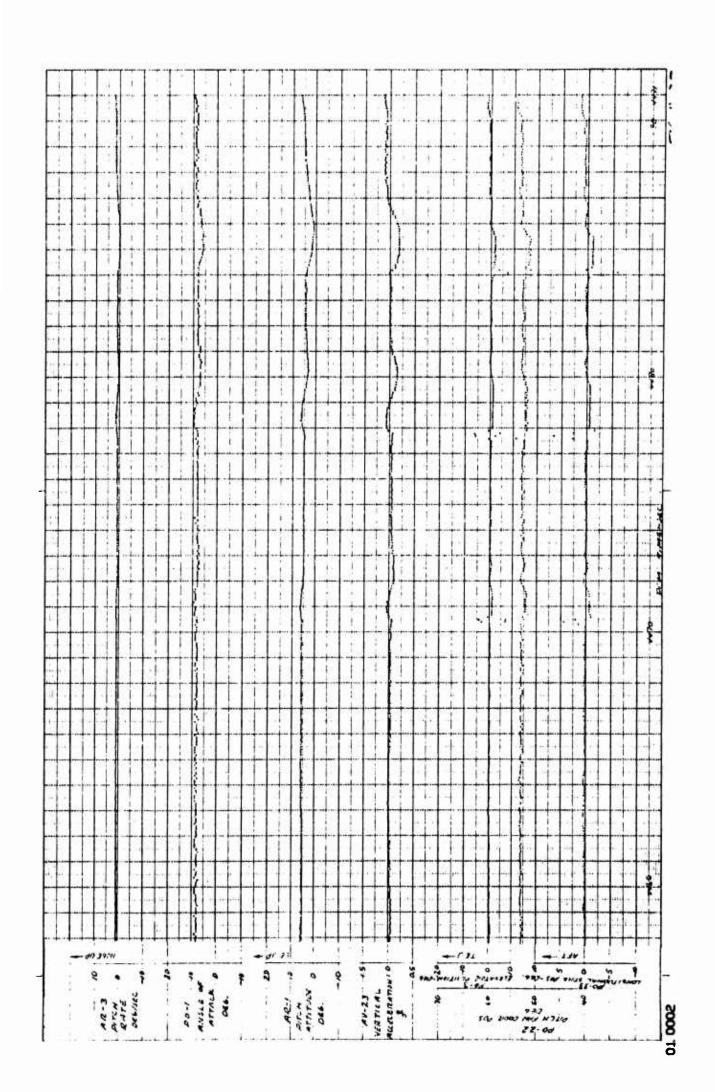
Short Period Longitudinal Stability Check, A/C No. 62-4505, Test 20.0F, $H_i\approx7900$ Feet, $V_i\approx375$ Knots, G.W. ≈9775 Pounds, C.G. Position F.S. 241.6, Configuration C R Figure A-73

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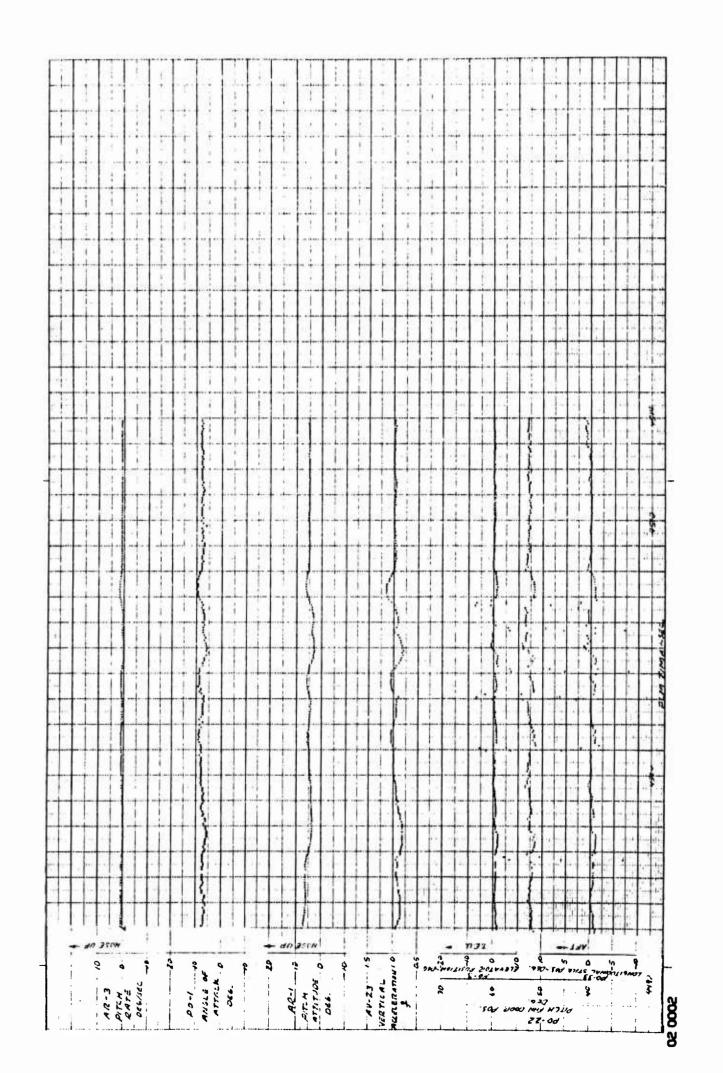


Short Period Longitudinal Stability Check A/C No. 62-4505, Test 5.0F, H; ≈ 10,000 Feet, V_i ≈ 130 Knots, G.W. ≈ 9370 Pounds, C.G. Position F.S. 238.8, Configuration P A Figure A-74





Short Period Dynamic Longitudinal Stability Checks, A/C No. 62-4506, Test 7.0F, H_i ≈ 15,000 Feet, $V_{j}\approx$ 116 Knots, G.W. \approx 9850 Pounds, Preconversion Configuration Figure A-75



Short Period Dynamic Longitudinal Stability Checks, A/C No. 62-4506, Test 7.0F, $H_i \approx 15,000$ Feet, $V_i \approx 116$ Knots, G.W. ≈ 9800 Pounds, Preconversion Configuration Figure A-76

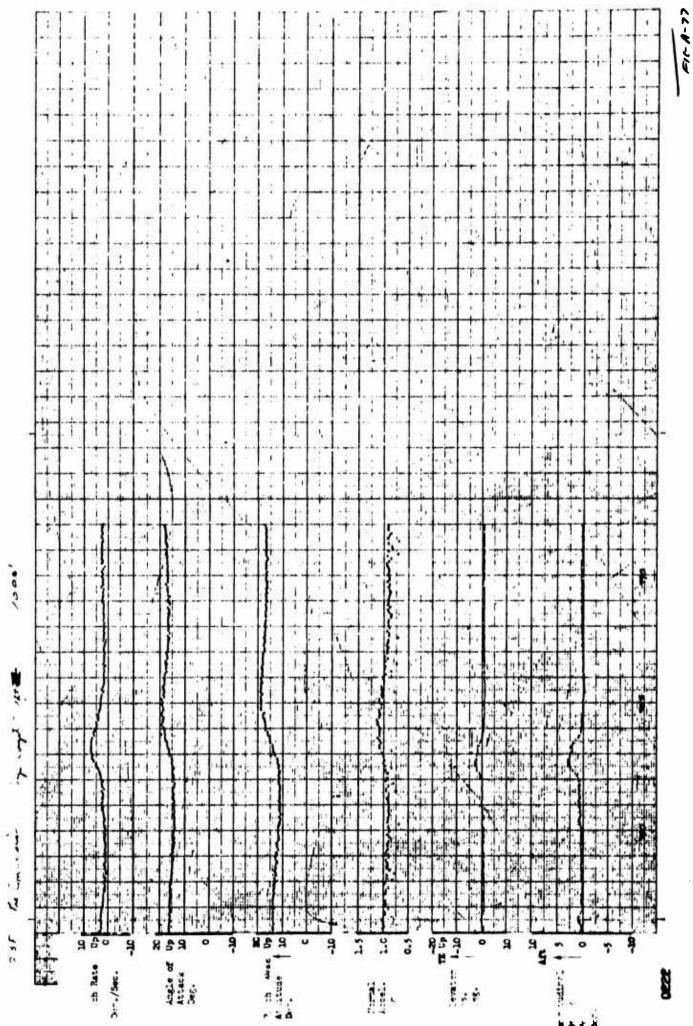
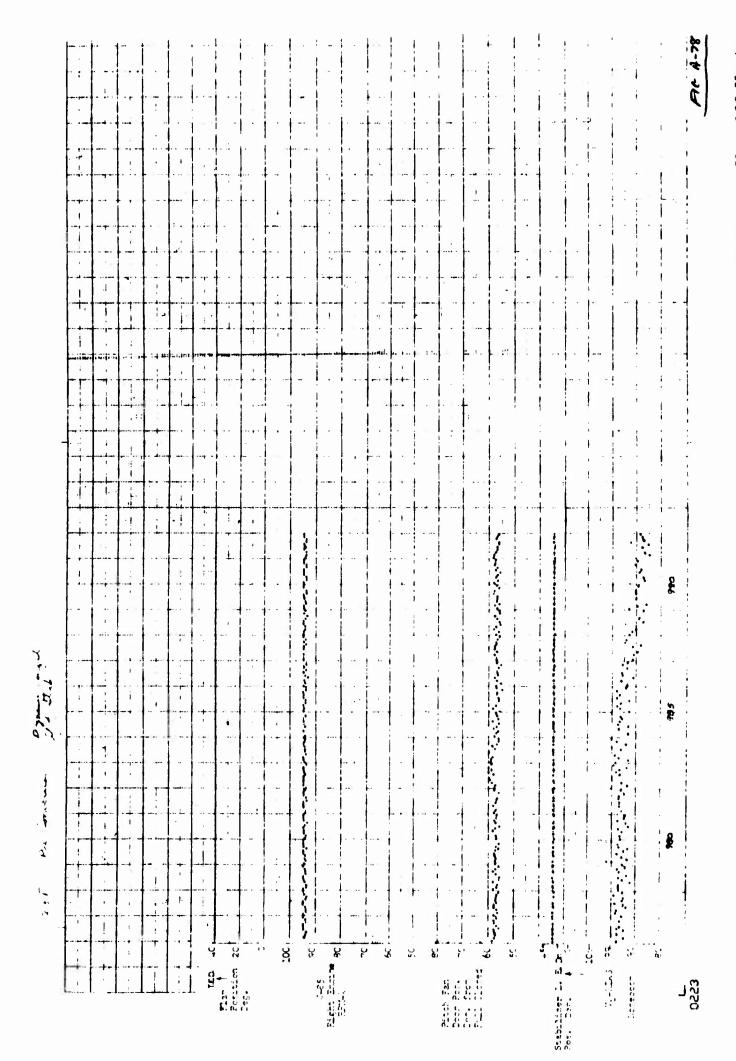


Figure A-77 Dynamic Longitudinal Stability Check, A/C No. 62-4506, Test 28.0F, $H_{\rm i}\approx 7000~{\rm Feet}$, $V_{\rm i}\approx 100~{\rm Knots}$, G.W. ≈ 10,600 Pounds, Preconversion Configuration



Dynamic Longitudinal Stability Check, A/C No. 62-4506, Test 28.0F, $H_i \approx 7000$ Feet, $V_i \approx 100$ Knots, G.W. $\approx 10,600$ Pounds, Preconversion Configuration Figure A-78

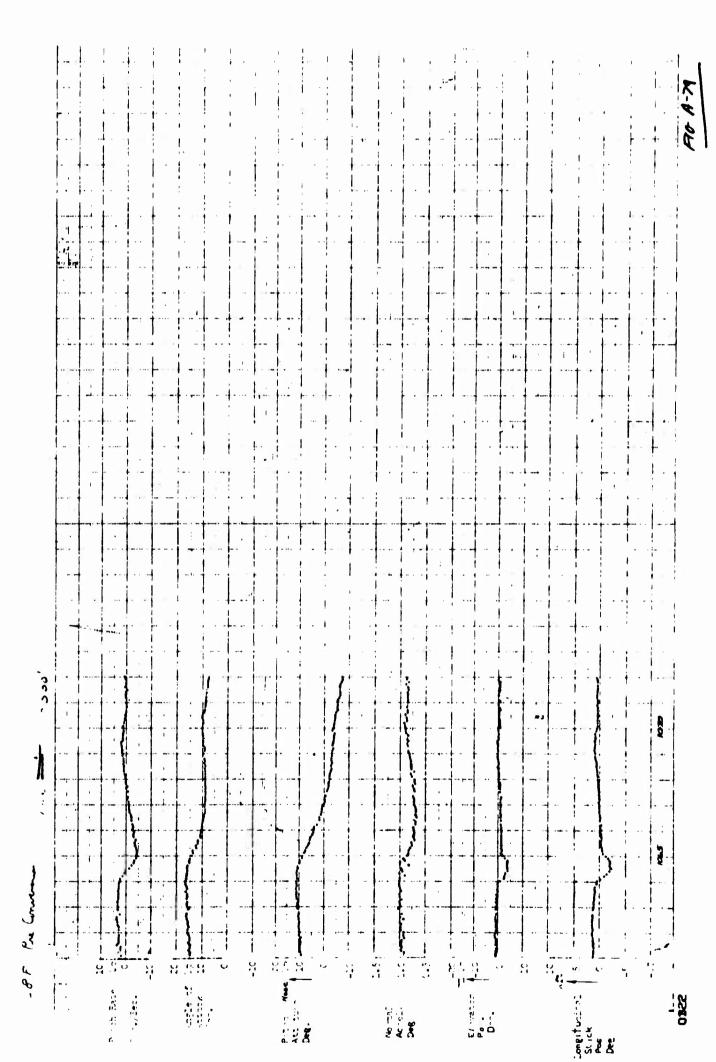


Figure A-79 Dynamic Longitudinal Stability Check, A/C No. 62-4506, Test 28.0F, $H_i \approx 7000$ Feet, $V_i \approx 100$ Knots, G.W. $\approx 10,500$ Pounds, Preconversion Configuration

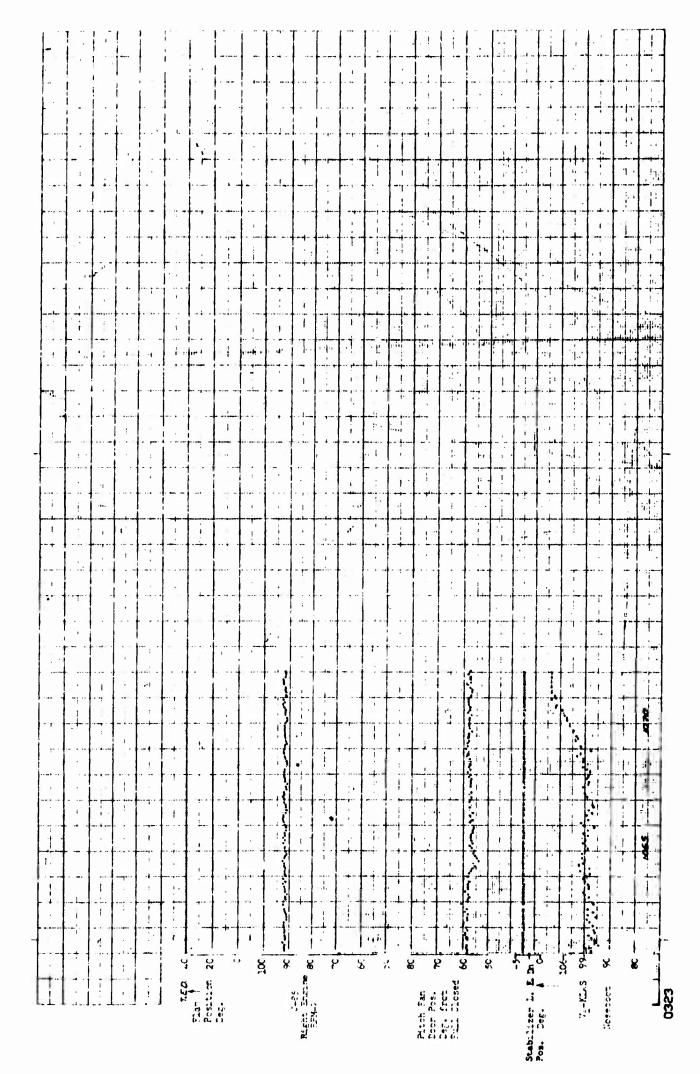
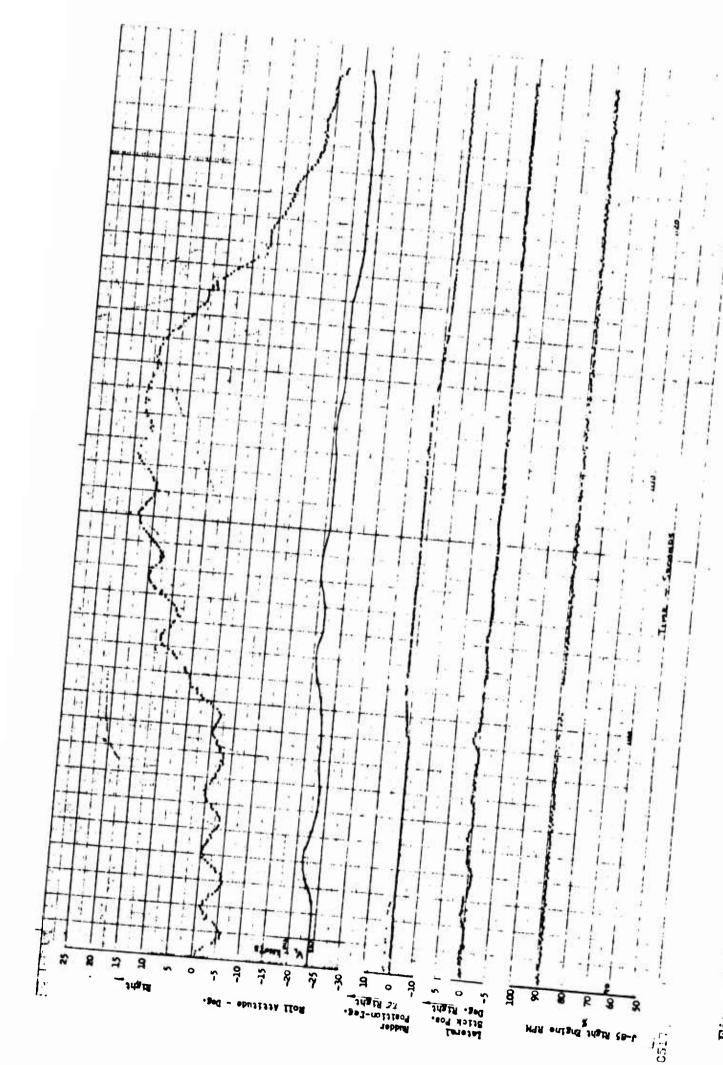
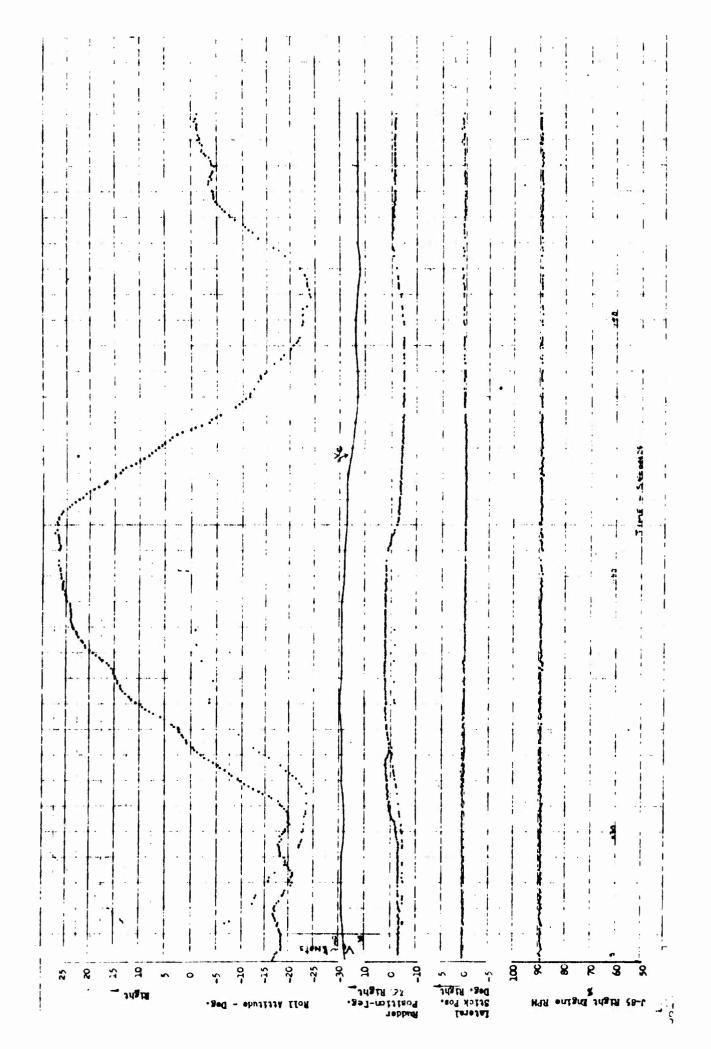


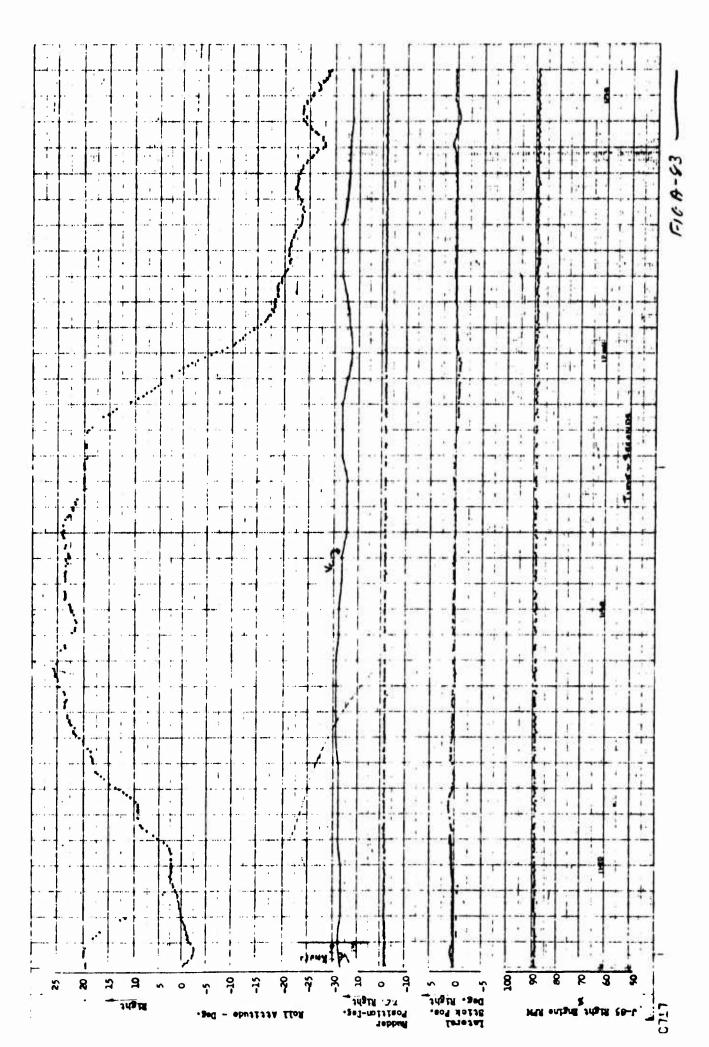
Figure A-80 Dynamic Longitudinal Stability Check, A/C No. 62-4506, Test 28.0F, $H_{i}\approx$ 7000 Feet, $V_{i}\approx$ 100 Knots, G.W. ≈ 10,500 Pounds, Preconversion Configuration



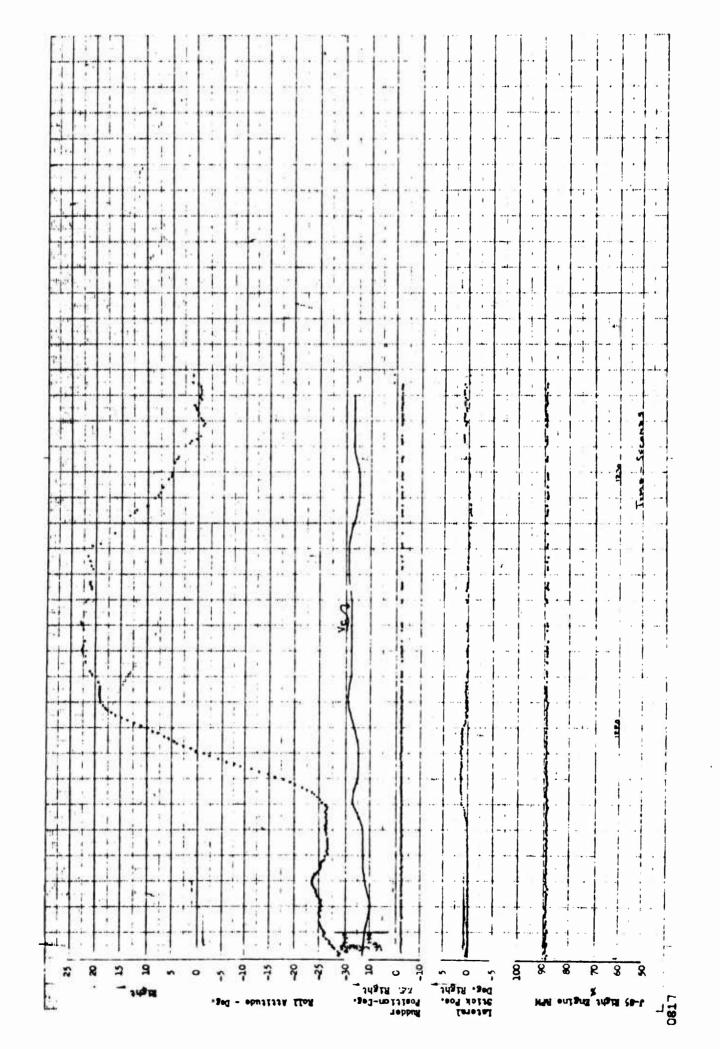
MEN-BI $H_{i} \approx 8000$ Feet, $V_{i} \approx 135$ Knots, G.W. $\approx 10,450$ Pounds, C.G. Position F.S. 212.5, Configuration. Lateral-Directional Stability Check, Rudder and Aileron "S" Turns, A/C No. 62-4506, Test 4.0F, Figure A-81



 $H_i \approx 8000$ Feet, $V_i \approx 135$ Knots, G.W. $\approx 10,450$ Pounds, C.G. Position F.S. 242.5, Configuration: Lateral-Directional Stability Check, Rudder and Aileron "S" Turns, A/C No. 62-4506, Test 4.0F, Flaps Up and Gear Down Figure A-82



 $H_{l} \approx 8000$ Feet, $V_{l} \approx 135$ Knots, G.W. $\approx 10,450$ Pounds, C.G. Position F.S. 242.5, Configuration: Lateral-Directional Stability Check, Rudder and Aileron "S" Turns, A/C No. 62-4506, Test 4.0F, Flaps Up and Gear Down Figure A-83



Pounds, C.G. Position F.S. 242.5, Configuration: Aileron "S" Turns, A/C No. 62-4506, Test 4.0F, Lateral-Directional Stability Check, Rudder and \approx 8000 Feet, $V_i\approx135$ Knots, G.W. \approx 10,450 Flaps Up and Gear Down Figure A-84

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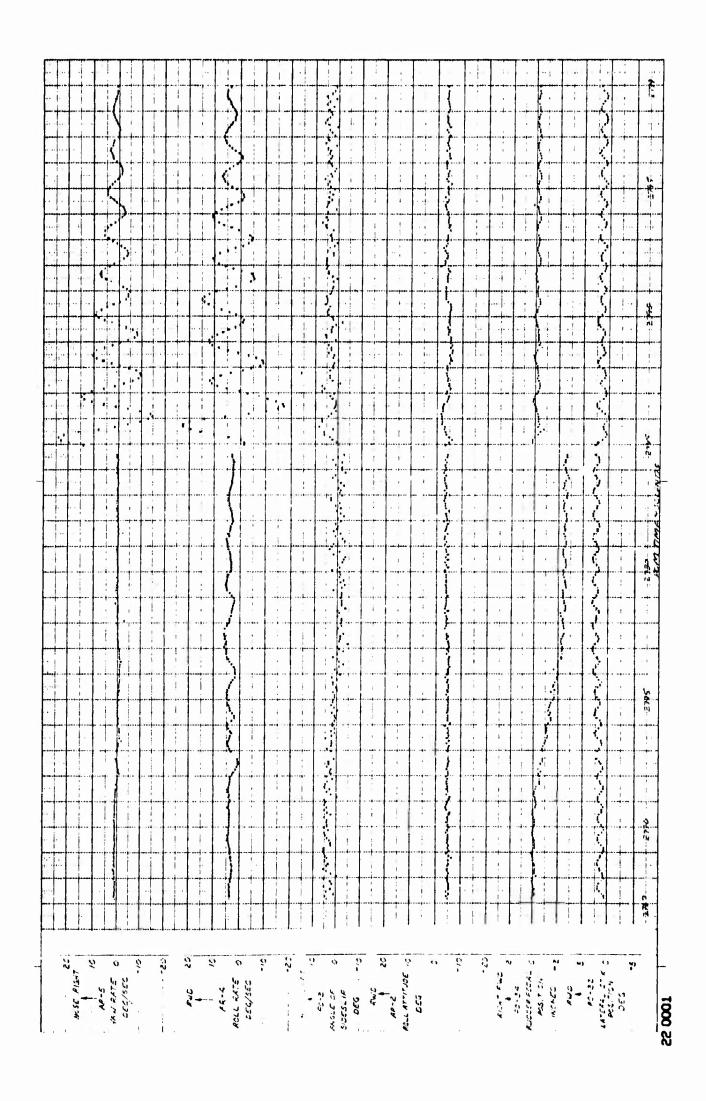


Figure A-85 Lateral-Directional Stability Check, Rudder Release from Right Sideslip, Rudder Free, A/C No. 62-4505, Test 15.0F, $H_i \approx 20,000$ Feet, $V_i \approx 225$ Knots, G.W. ≈ 9500 Pounds, C.G. Position F.S. 240.4, Configuration: C R (No T-Section on Rudder)

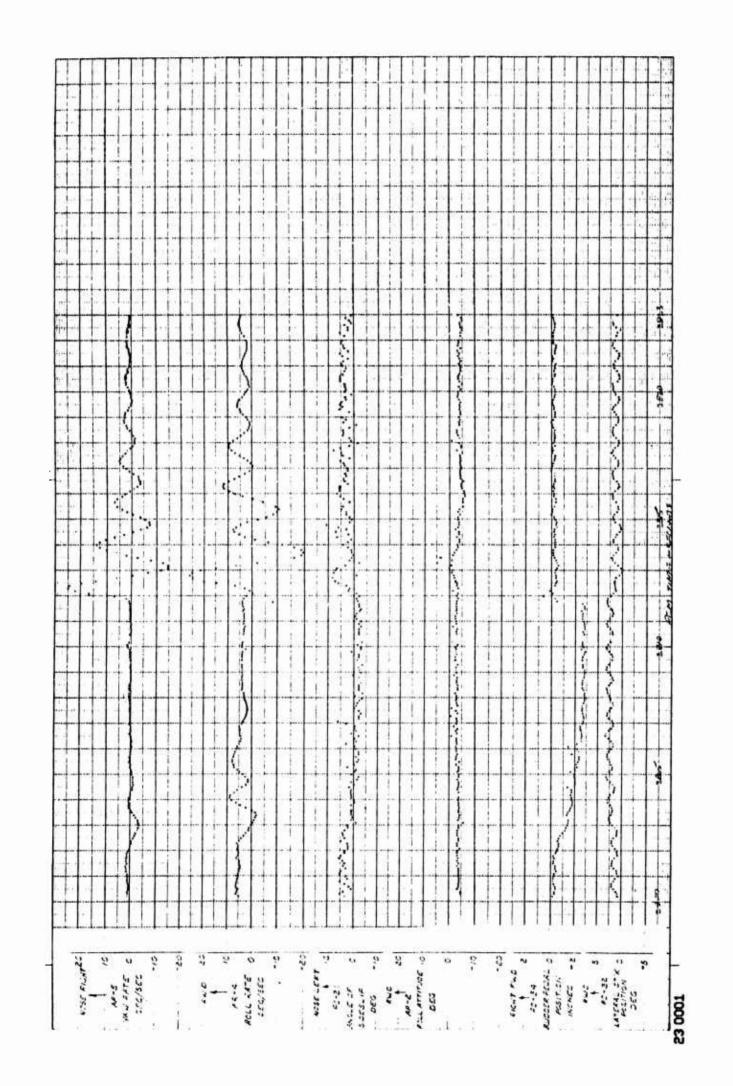
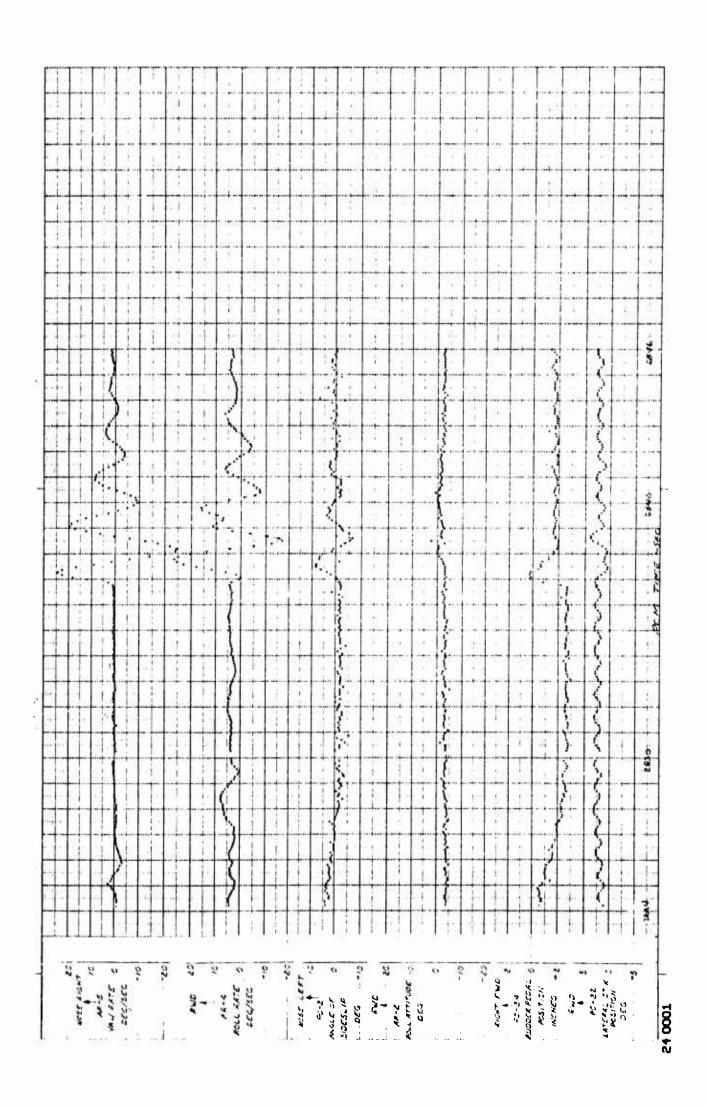


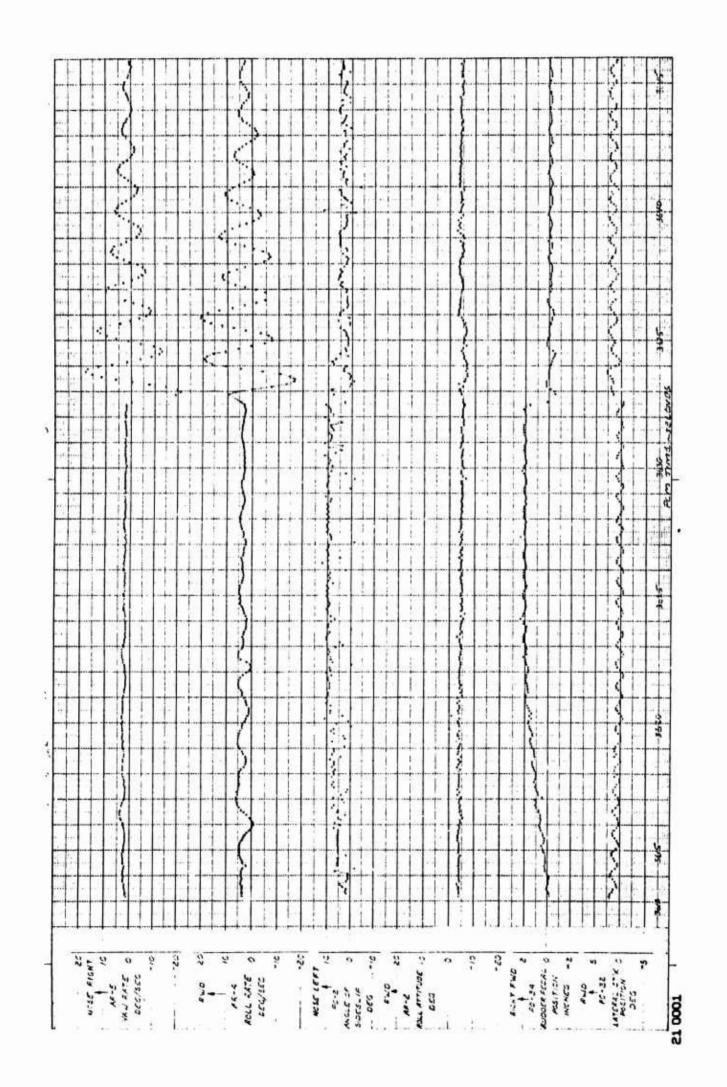
Figure A-86 Lateral-Directional Stability Check, Rudder Release from Right Sideslip, Rudder Fixed, A/C No. 62-4505, Test 15.0F, $H_i \approx 20,000$ Feet, $V_i \approx 225$ Knots, G.W. ≈ 9500 Pounds, C.G. Position F.S. 240.4, Configuration: C R (No T-Section on Rudder)



Section 1

Figure A-87 Lateral-Directional Stability Check, Rudder Release from Right Sideslip, Rudder Fixed, A/C No. 52-4505, Test 15.0F, $H_l \approx 20,000$ Feet, $V_l \approx 225$ Knots, G.W. ≈ 9500 Pounds, C.G. Position F.S. 240.4, (No T-Section on Rudder) Configuration: C R

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Lateral-Directional Stability Check, Rudder Release from Left Sideslip, Rudder Free, A/C No. 62-4505, Test 15.0F, $H_i \approx 20,000$ Feet, $V_i \approx 225$ Knots, G.W. ≈ 9600 Pounds, C.G. Position F.S. 240.4, Configuration: C R (No T-Section on Rudder) Figure A-88

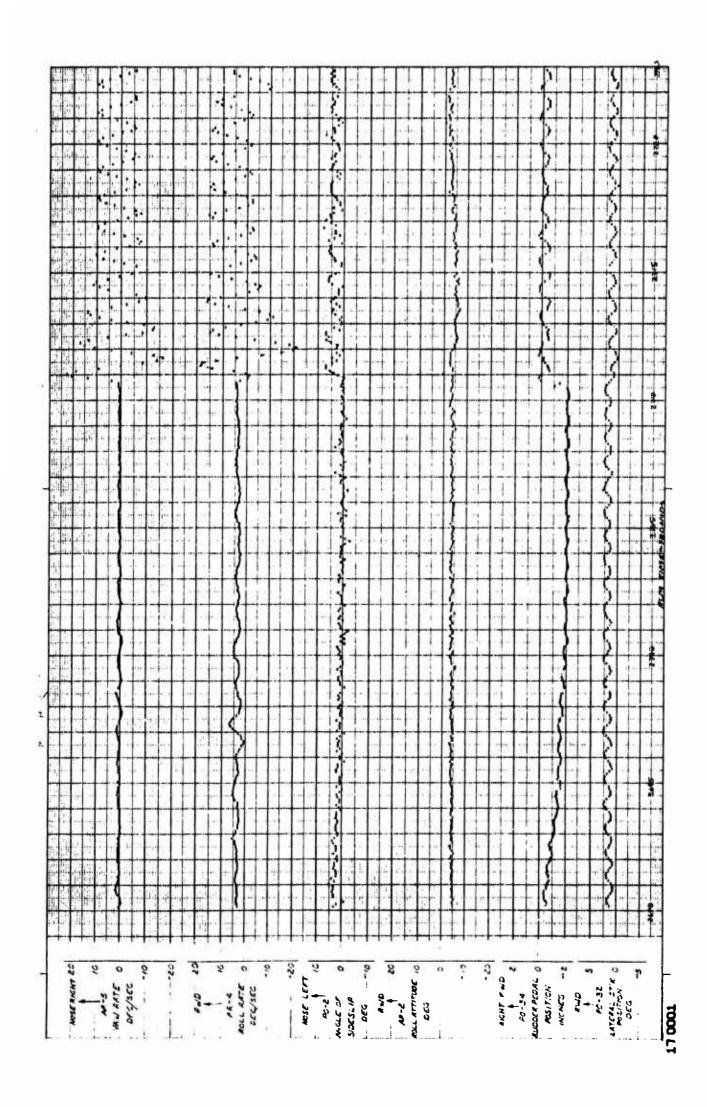


Figure A-89 Lateral-Directional Stability Check, Rudder Release from Right Sideslip, Rudder Free, A/C No. 62-4505, Test 15.0F, $H_i \approx 20,000 \text{ Fe}_{et}$, $V_i \approx 287 \text{ Knots}$, G.W. $\approx 9760 \text{ Pounds}$, C.G. Position F.S. 240.2, Configuration: C R (No T-Section Installed on Rudder)

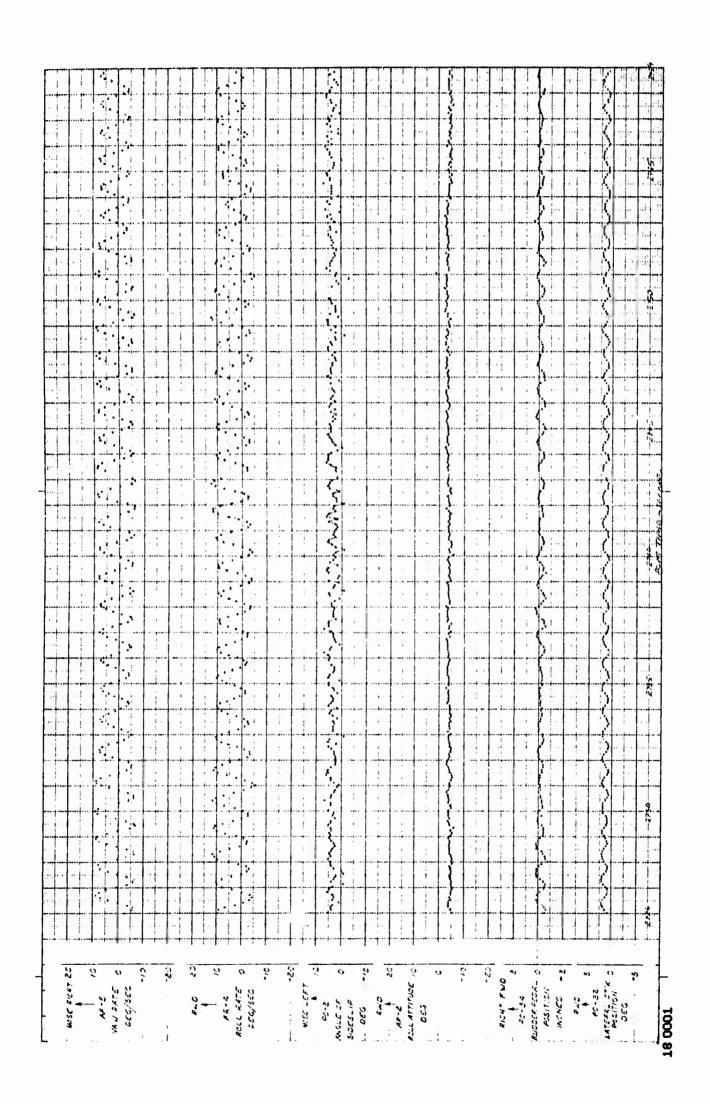


Figure A-90 Lateral-Directional Stability Check, Rudder Release from Right Sideslip, Rudder Free, A/C No. 62-4505, Test 15.0F, $H_i \approx 20,000$ Feet, $V_i \approx 287$ Knots, G.W. ≈ 9760 Pounds, C.G. Position F.S. 240.2, Configuration: C R (No T-Section Installed on Rudder)

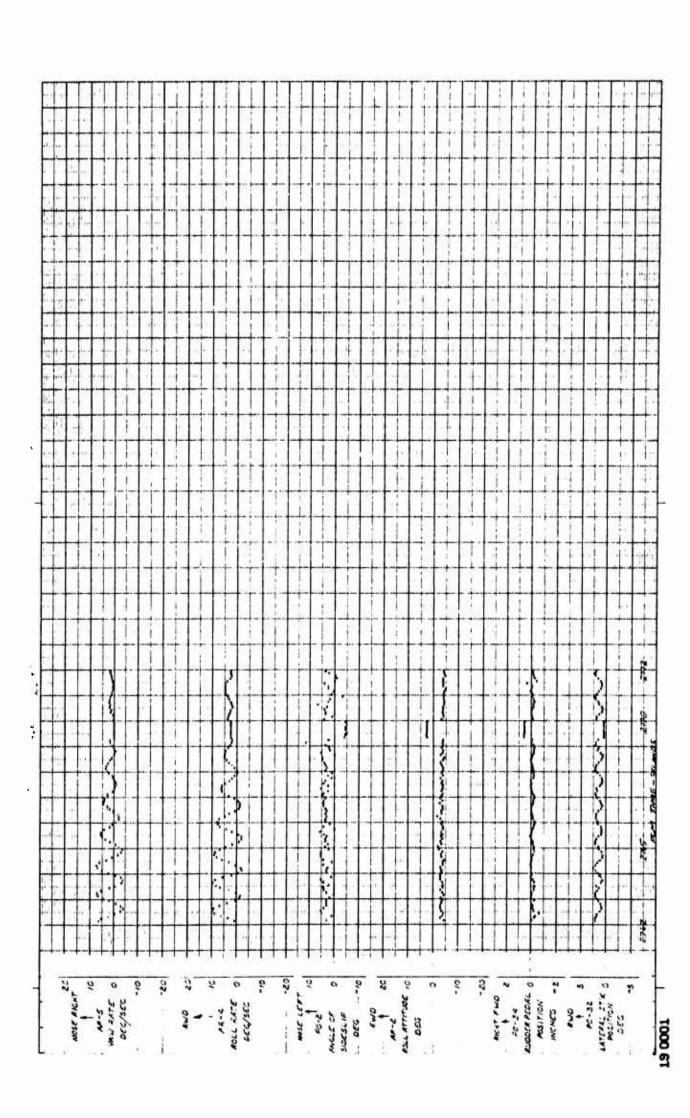


Figure A-91 Lateral-Directional Stability Check, Rudder Release from Right Sideslip, Rudder Free, A/C No. 62-4505, Test 15.0F, $H_i \approx 20,000$ Feet, $V_i \approx 287$ Knots, G.W. ≈ 9760 Pounds, C.G. Position F.S. 240.2, Configuration: C R (No T-Section Installed on Rudder)

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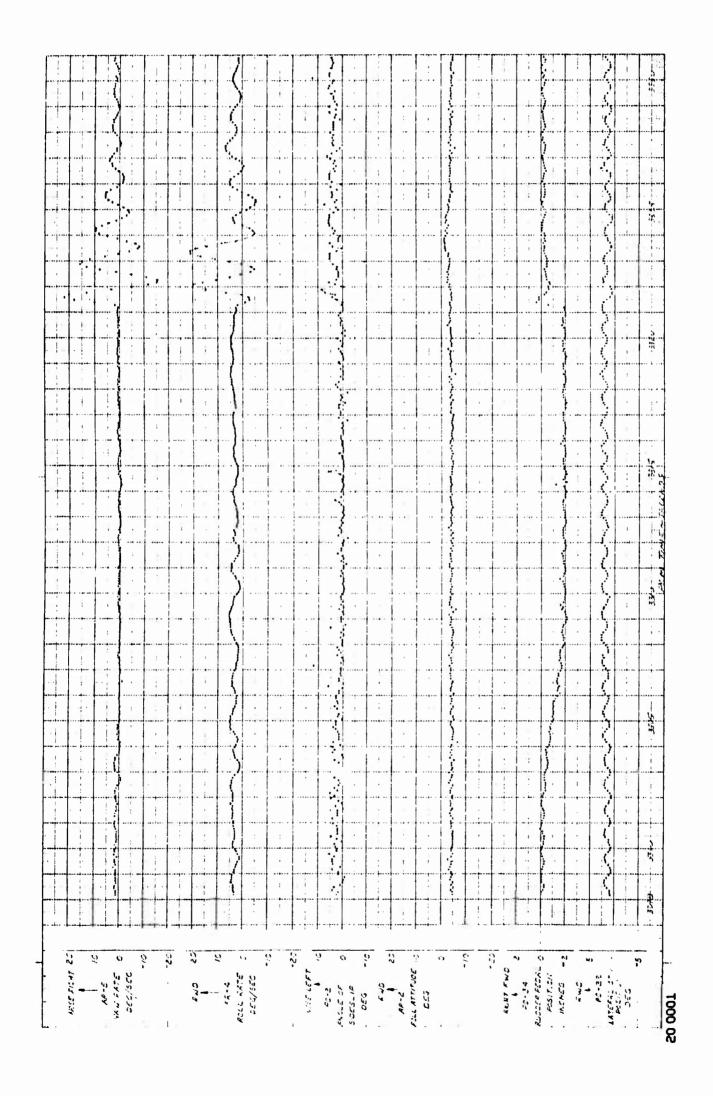
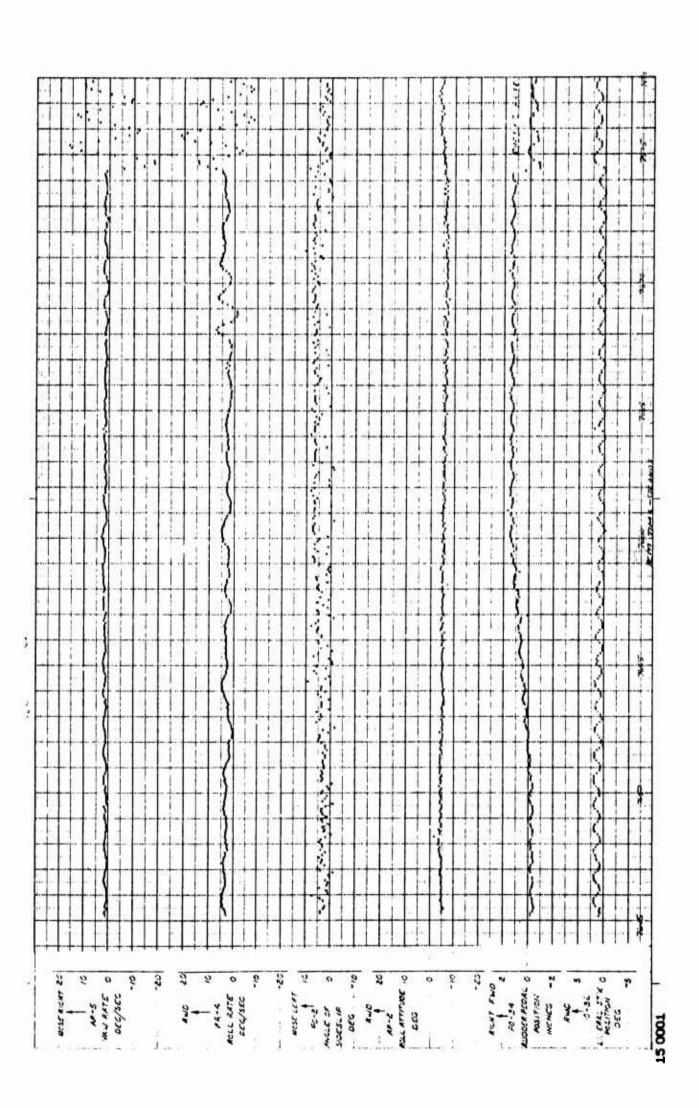
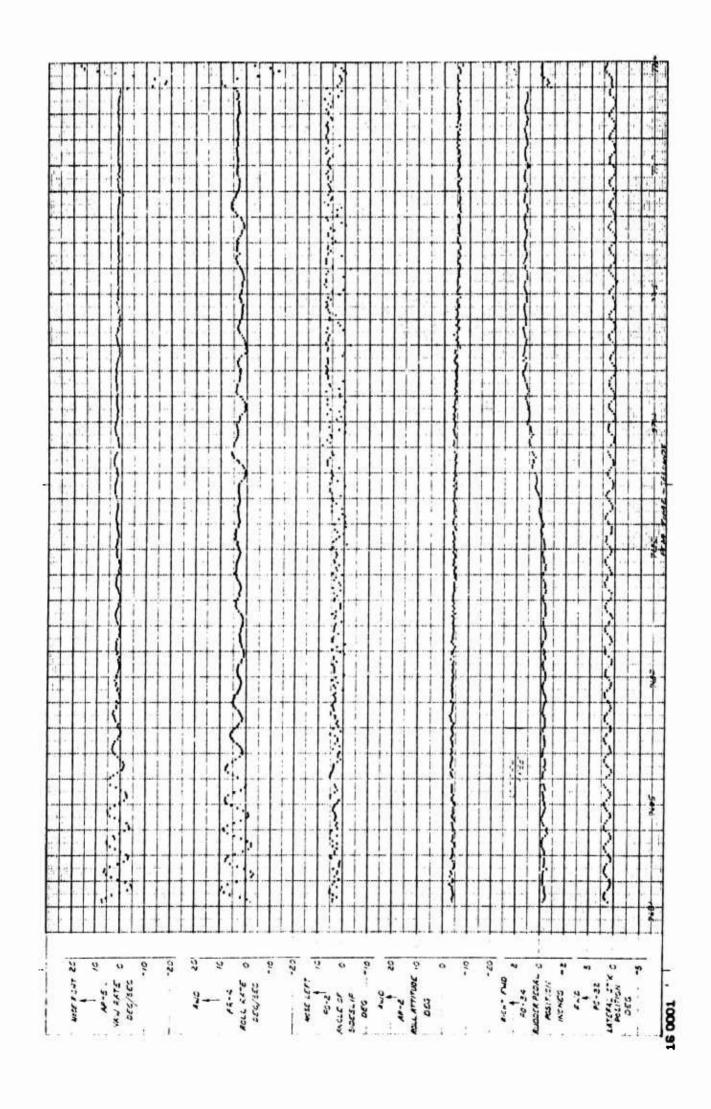


Figure A-92 Lateral-Directional Stability Check, Rudder Release from Right Sideslip, Rudder Fixed, A/C No. 62-4505, Test 15.0F, $H_i \approx 20,000$ Feet, $V_i \approx 287$ Knots, G.W. ≈ 9600 Pounds, C.G. Position F.S. 240.4, Configuration: C R (No T-Section Installed on Rudder)



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Figure A-93 Lateral-Directional Stability Check, Rudder Release from Left Sideslip, Rudder Free, A/C No. 62-4505, Test 15.0F, H_i ≈ 20,000 Feet, V_i ≈ 287 Knots, G.W. ≈ 9900 Pounds, C.G. Position F.S. 240, Configuration: C R (No T-Section Installed on Rudder,



Lateral-Directional Stability Check, Rudder Release from Left Sideslip, Rudder Free, A/C No. 62-4505, Test 15.0F, $H_1 \approx 20,000$ Feet, $V_1 \approx 287$ Knots, G.W. ≈ 9930 Pounds, C.G. Position F.S. 240, Con-(No T-Section Installed on Rudder) figuration: C R Figure A-94

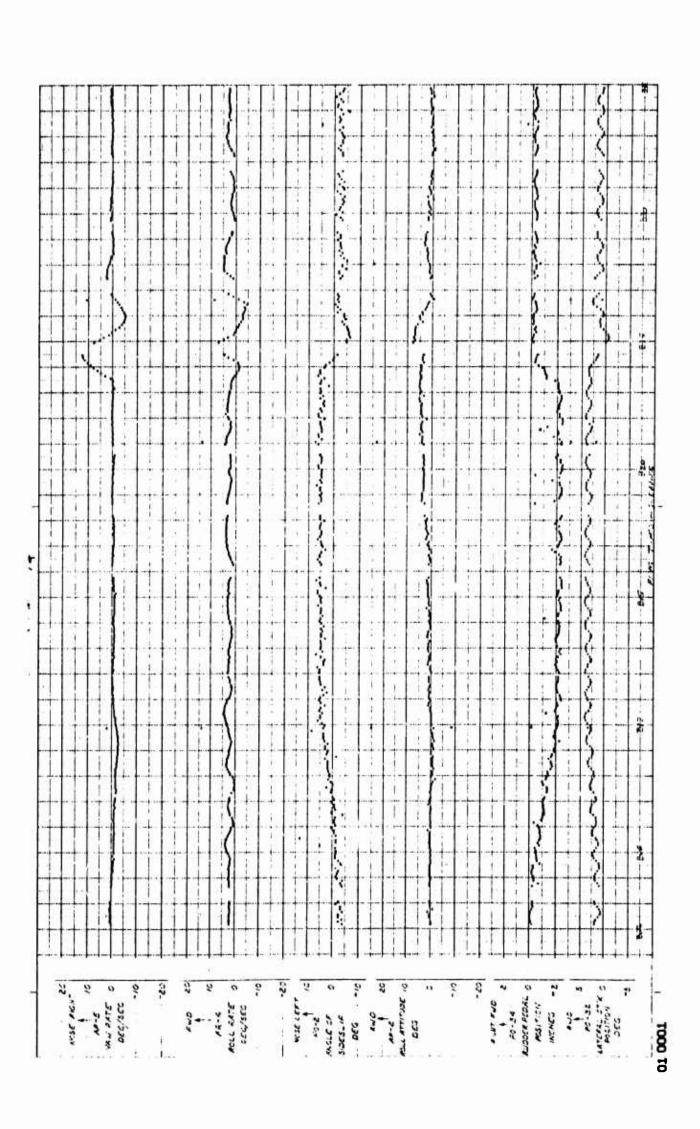


Figure A-95 Lateral-Directional Stability Check, Rudder Release from Right Sideslip, Rudder Fixed, A/C No. 62-4505, Test 17.0F, $H_i \approx 16,000$ Feet, $V_i \approx 150$ Knots, $G.W. \approx 11,190$ Pounds, C.G. Position F.S. 243.7, R (T-Section Installed on Rudder) Configuration: C

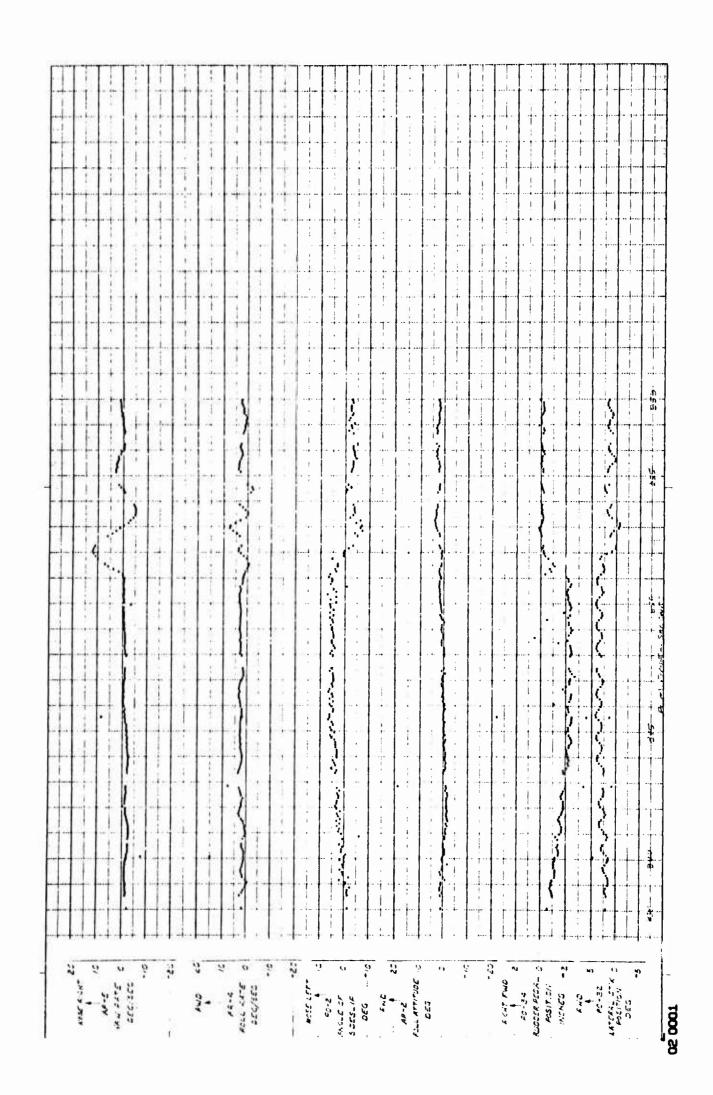
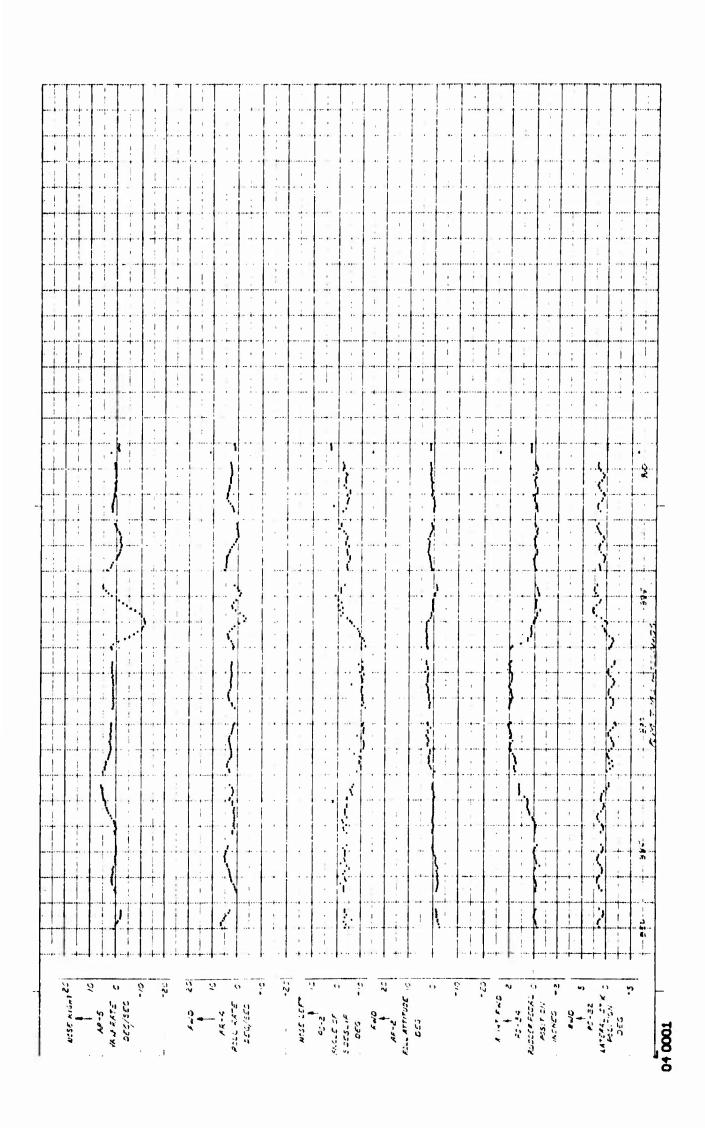


Figure A-96 Lateral-Directional Stability Check, Rudder Release from Right Sideslip, Rudder Free, A/C No. 62-4505, Test 17.0F, $H_i \approx 16,000$ Feet, $V_i \approx 150$ Knots, G.W. \approx 11,150 Pounds, C.G. Position F.S. 243.7, Configuration: C R (T-Section Installed on Rudder)



Lateral-Directional Stability Check, Rudder Release from Left Sideslip, Rudder Free, A/C No. 62-4505, Test 17.0F, $H_i \approx 16,000$ Feet, $V_i \approx 150$ Knots, G.W. $\approx 11,100$ Pounds, C.G. Position F.S. 243.7, Configuration: C R (T-Section Installed on Rudder) Figure A-97

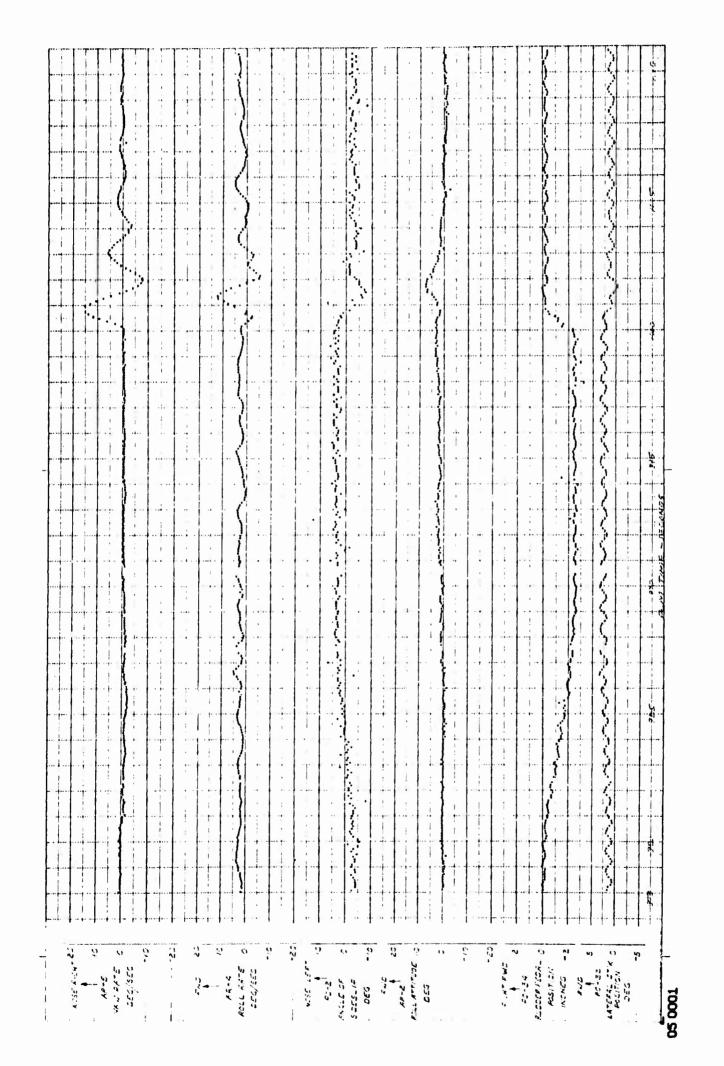
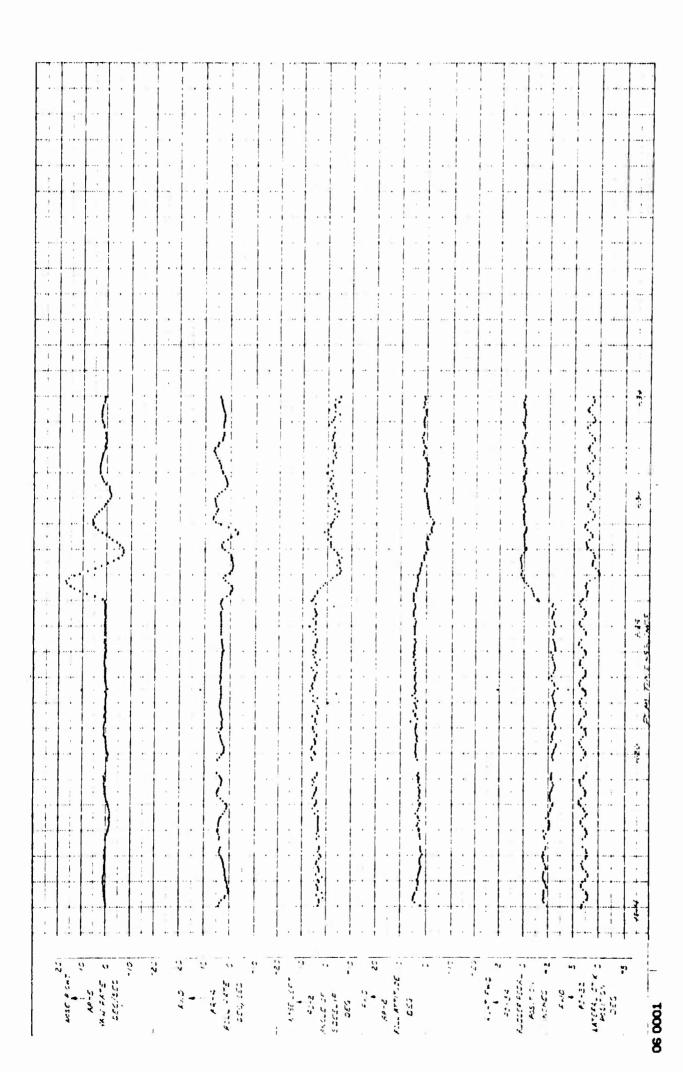


Figure A-98 Lateral-Directional Stability Check, Rudder Release from Right Sideslip, Rudder Fixed, A/C No. 62-4505, Test 17.0F, $H_i \approx 16,000$ Feet, $V_i \approx 200$ Knots, G.W. 11,065 Pounds, C.G. Position F.S. 243.4, Configuration: C R (T-Section Installed on Rudder)



Lateral-Directional Stability Check, Rudder Release from Right Sideslip, Rudder Free, A/C No. 62-4505, Test 17.0F, $H_i \approx 16,000$ Feet, $V_i \approx 200$ Knots, G.W. $\approx 11,065$ Pounds, C.G. Position F.S. 243.3, Configuration: C R (T-Section Installed on Rudder) Figure A-99

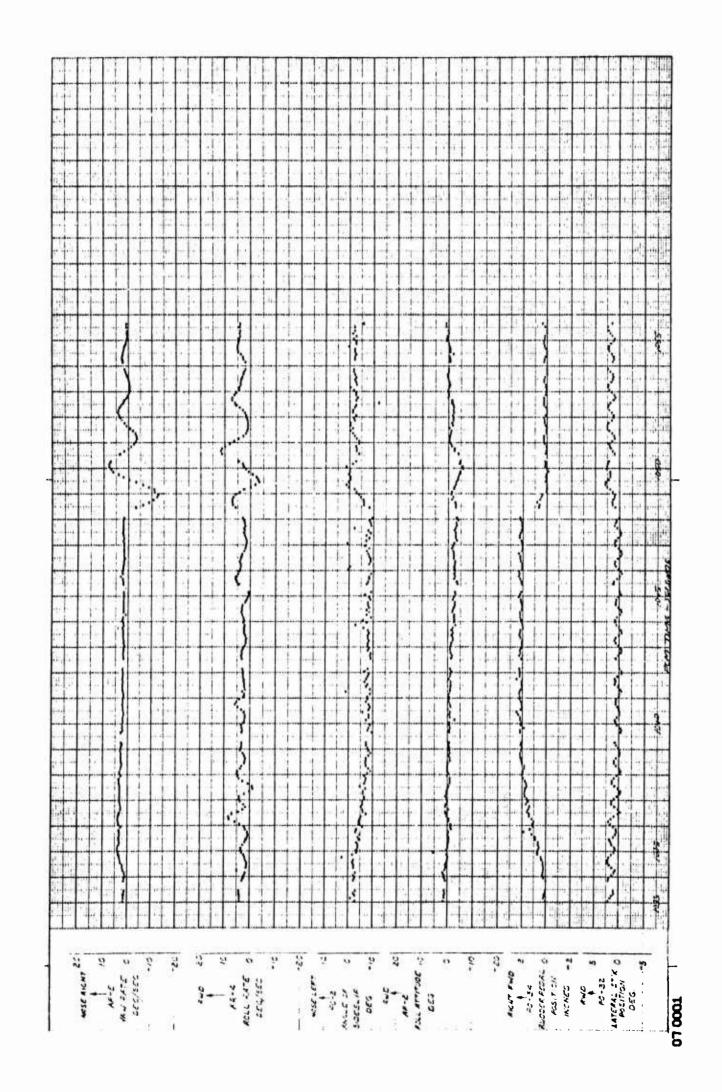
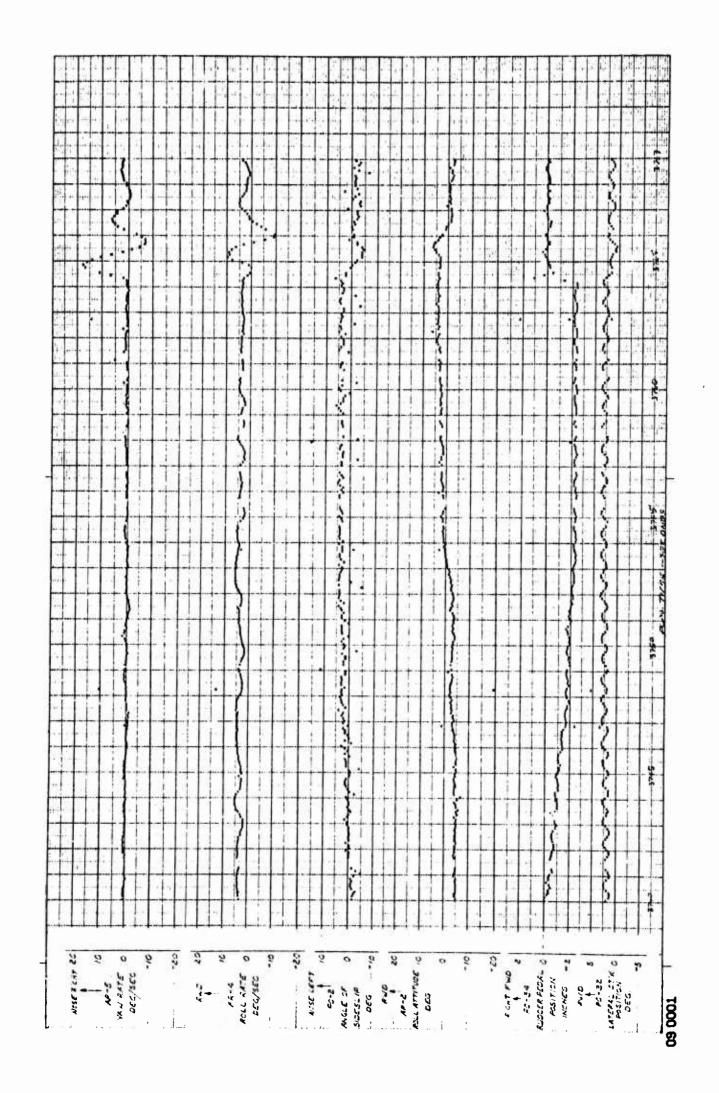


Figure A-100 Lateral-Directional Stability Check, Rudder Release from Left Sideslip, Rudder Fixed, A/C No. 62-4505, Test 17.0F, $H_i \approx 16,000$ Feet, $V_i \approx 150$ Knots, G.W. $\approx 11,040$ Pounds, C.G. Position F.S. 243.2, Configuration: C R (T-Section Installed on Rudder)

Figure A-101 Lateral-Directional Stability Check, Rudder Release from Left Sideslip, Rudder Free, A/C No. 62-4505, Test 17.0F, $H_i \approx 16,000$ Feet, $V_i \approx 150$ Knots, G.W. $\approx 11,040$ Pounds, C.G. Position F.S. 243.2, Configuration: C R (T-Section Installed on Rudder)



Lateral-Directional Stability Check, Rudder Release from Right Sideslip, Rudder Fixed, A/C No. 62-4505, Test 17.0F, $H_i \approx 16,000$ Feet, $V_i \approx 250$ Knots, G.W. $\approx 10,980$ Pounds, C.G. Position F.S. 242.8, Configuration: C R (T-Section Installed on Rudder) Figure A-102

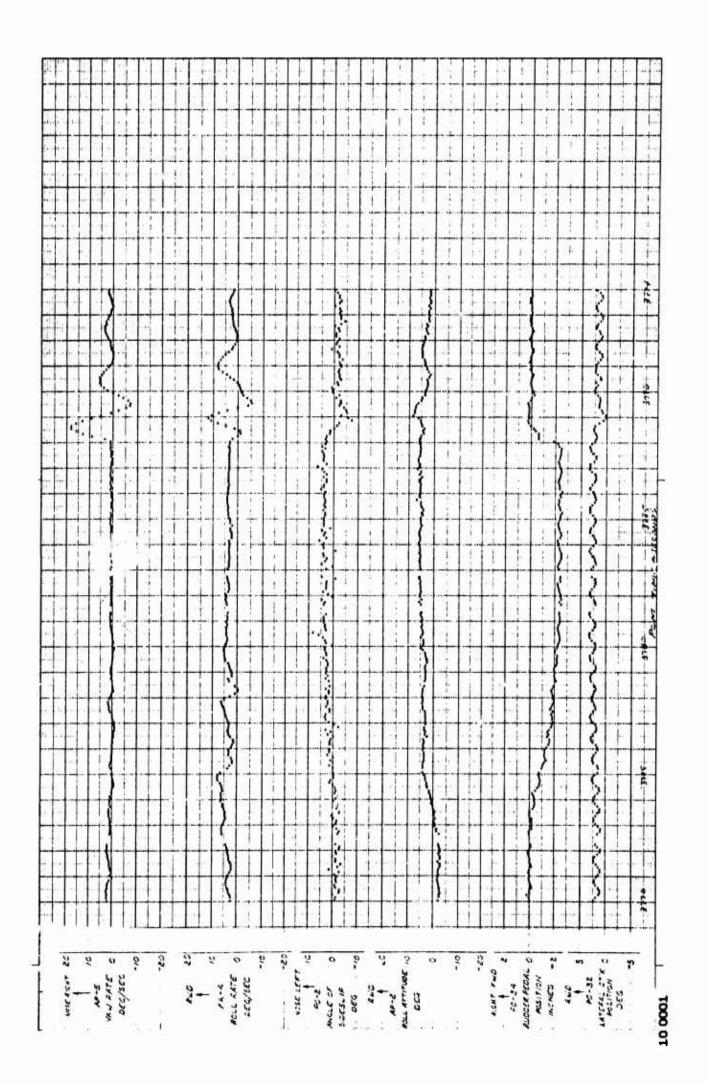


Figure A-103 Lateral-Directional Stability Check, Rudder Release from Right Sideslip, Rudder Free, A/C No. 62-4505, Test 17.0F, $H_i \approx 16,000$ Feet, $V_i \approx 250$ Knots, G.W. $\approx 10,980$ Pounds, C.G. Position F.S. 242.8, Configuration: C R (T-Section Installed on Rudder)

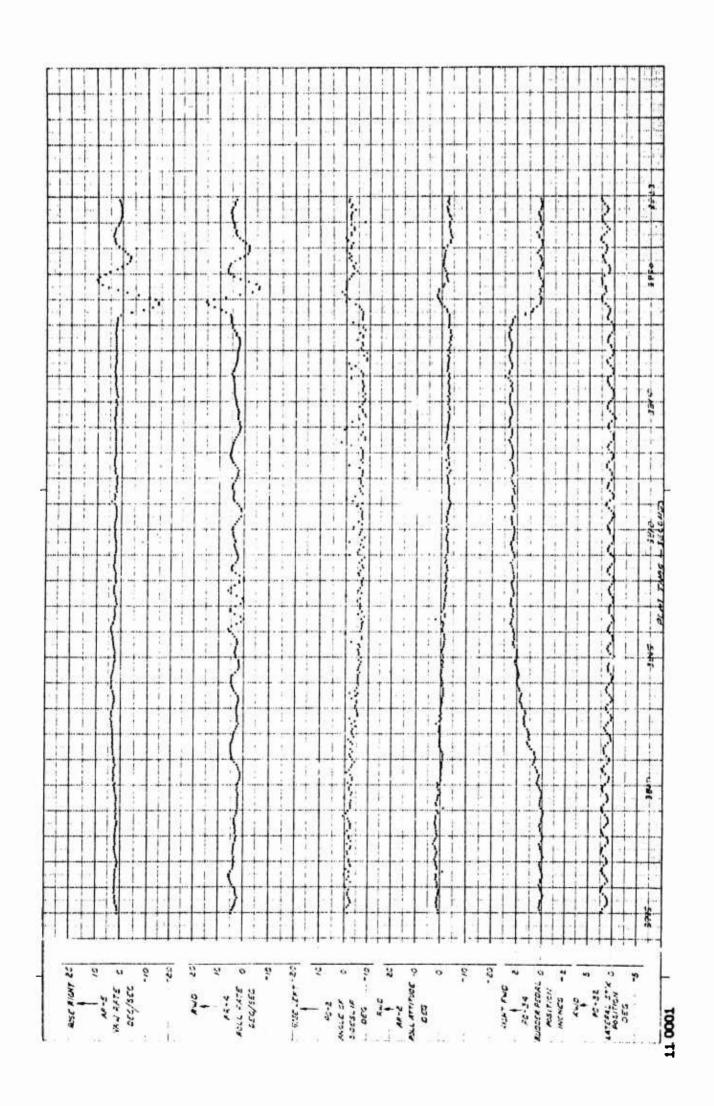


Figure A-104 Lateral-Directional Stability Check, Rudder Release from Left Sideslip, Rudder Fixed, A/C No. 62-4505, Test 17.0F, $H_i \approx 16,000$ Feet, $V_i \approx 250$ Knots, G.W. $\approx 10,960$ Pounds, C.G. Position F.S. 242.7, Configuration: C R (T-Section Installed on Rudder)

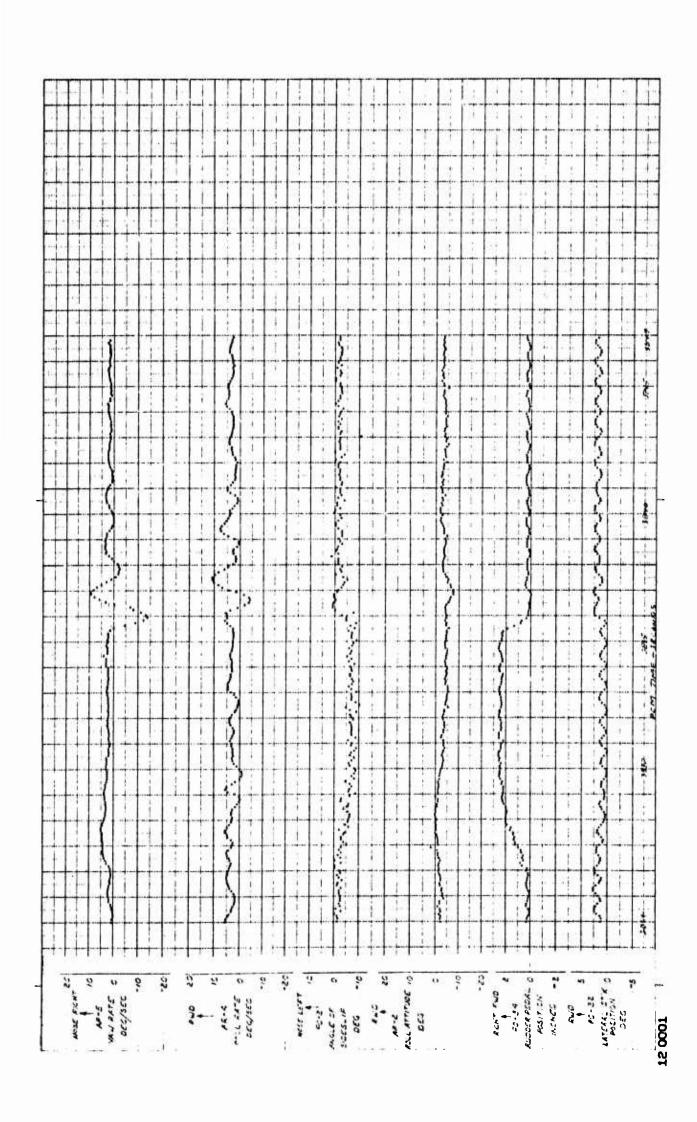


Figure A-105 Lateral-Directional Stability Check, Rudder Release from Left Sideslip, Rudder Free, A/C No. 62-4505, Test 17.0F, $H_i \approx 16,000$ Feet, $V_i \approx 250$ Knots, G.W. $\approx 10,960$ Pounds, C.G. Position F.S. 242.7, C R (T-Section Installed on Rudder) Configuration:

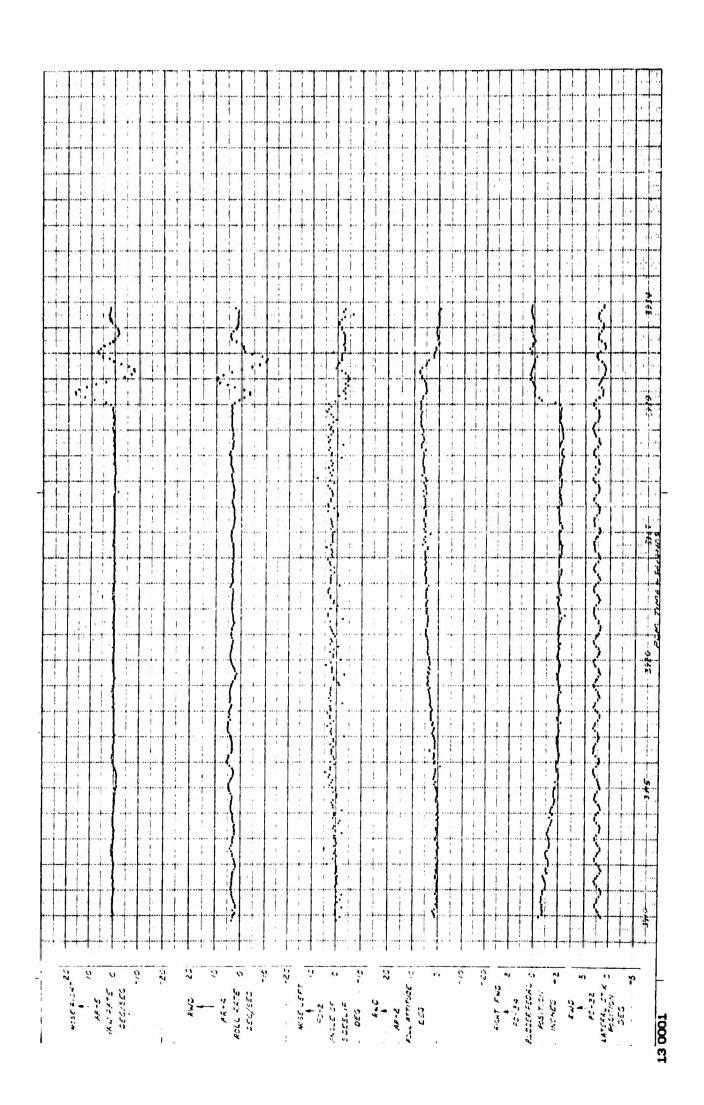


Figure A-106 Lateral-Directional Stability Check, Rudder Release from Right Sideslip, Rudder Fixed, A/C No. 62-4505, Test 17.0F, $H_i \approx 16,000$ Feet, $V_i \approx 280$ Knots, G.W. $\approx 10,890$ Pounds, C.G. Position F.S. 242.3, Configuration: C R (T-Section Installed on Rudder)

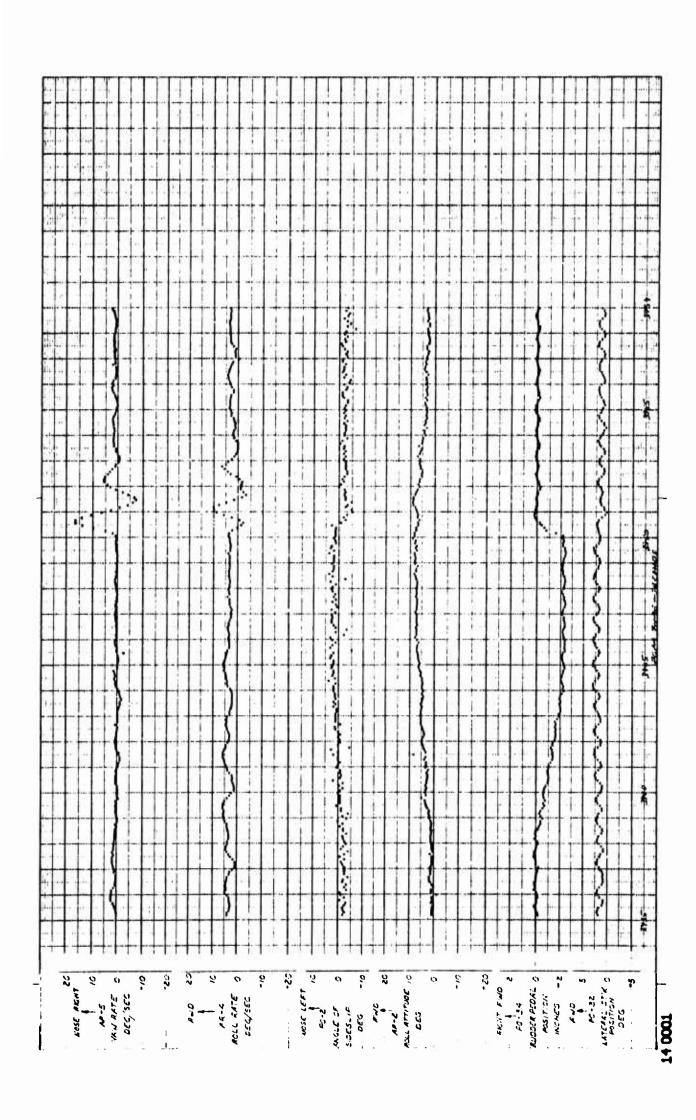


Figure A-107 Lateral-Directional Stability Check, Rudder Release from Right Sideslip, Rudder Free, A/C No. 62-4505, Test 17.0F, $H_i \approx 16,000$ Feet, $V_i \approx 280$ Knots, G.W. $\approx 10,870$ Pounds, C.G. Position F.S. 242.4, Configuration: C R (T-Section Installed on Rudder)

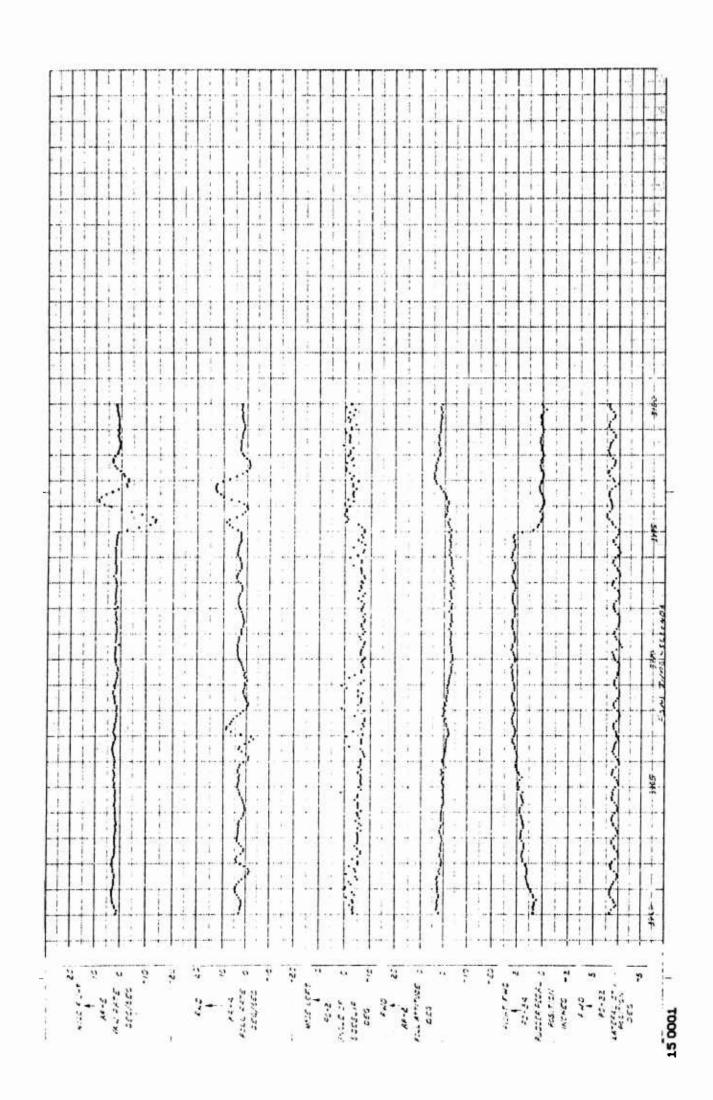


Figure A-108 Lateral-Directional Stability Check, Rudder Release from Left Sideslip, Rudder Fixed, A/C No. 62-4505, Test 17.0F, $H_i \approx 16,000$ Feet, $V_i \approx 280$ Knots, G.W. $\approx 10,850$ Pounds, C.G. Position F.S. 242.1, Configuration: C R (T-Section Installed on Rudder)

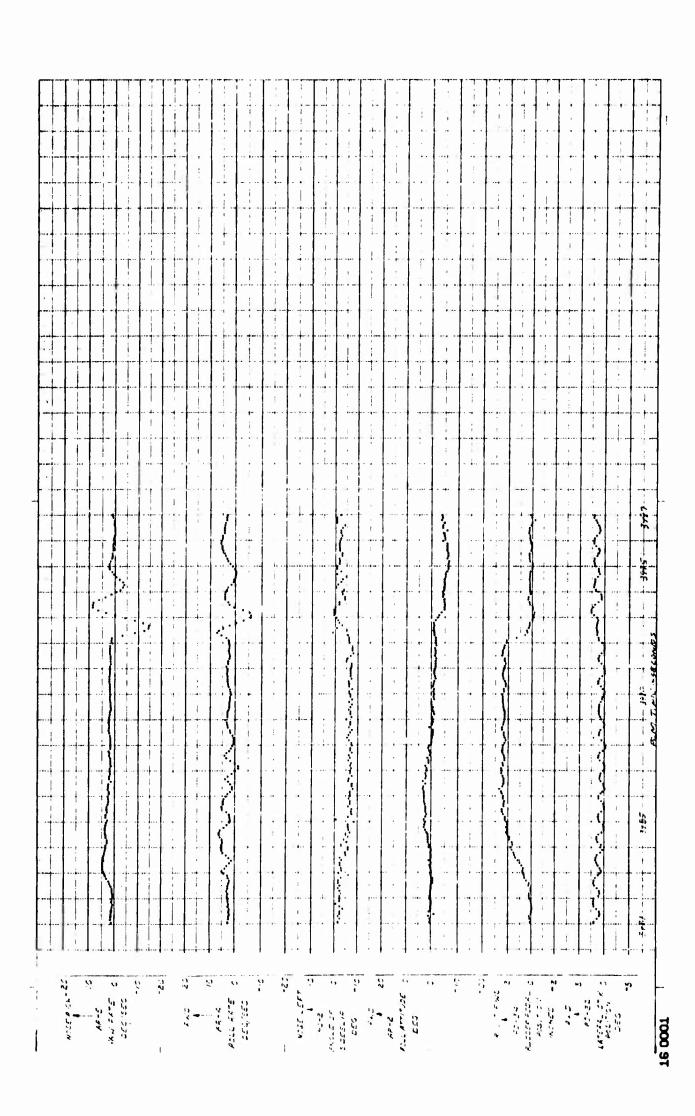


Figure A-109 Lateral-Directional Stability Check, Rudder Release from Lett Sideslip, Rudder Free, A/C No. 62-4505, Test 17.0F, $H_i \approx 16,000$ Feet, $V_i \approx 280$ Knots, G.W. $\approx 10,820$ Pounds, C.G. Position F.S. 242.0, R (T-Section Installed on Rudder) Configuration: C

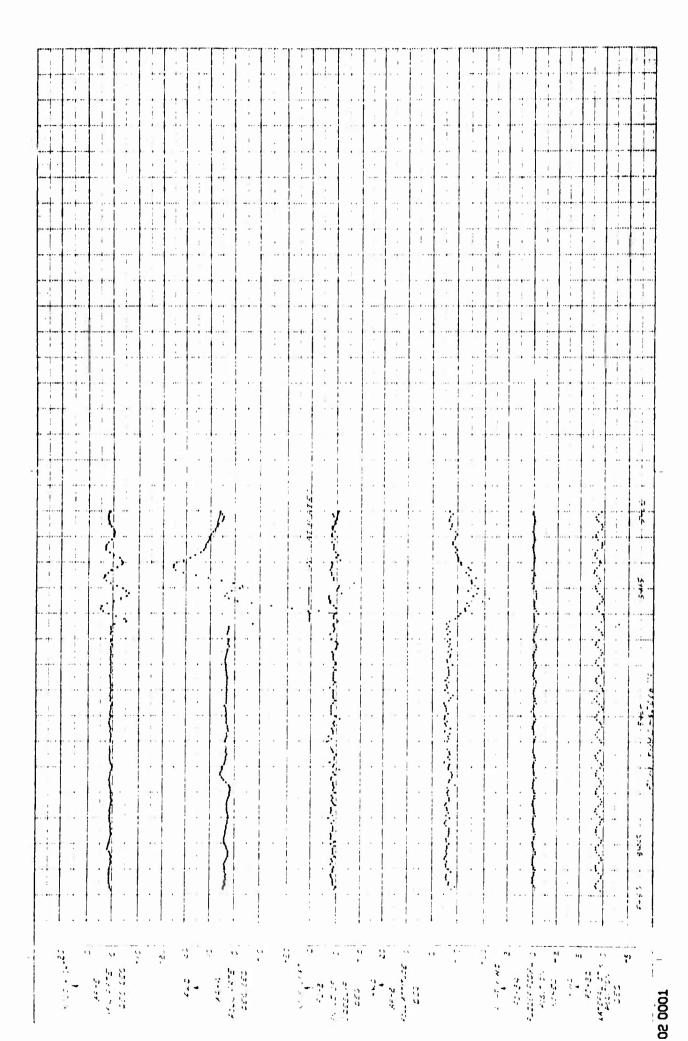
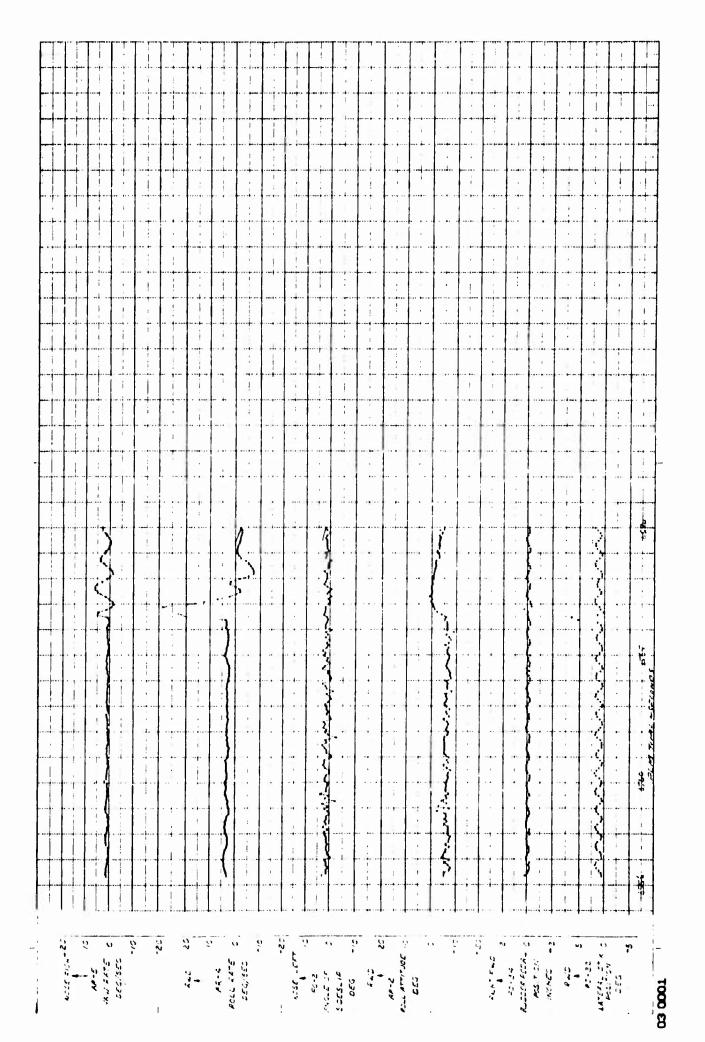
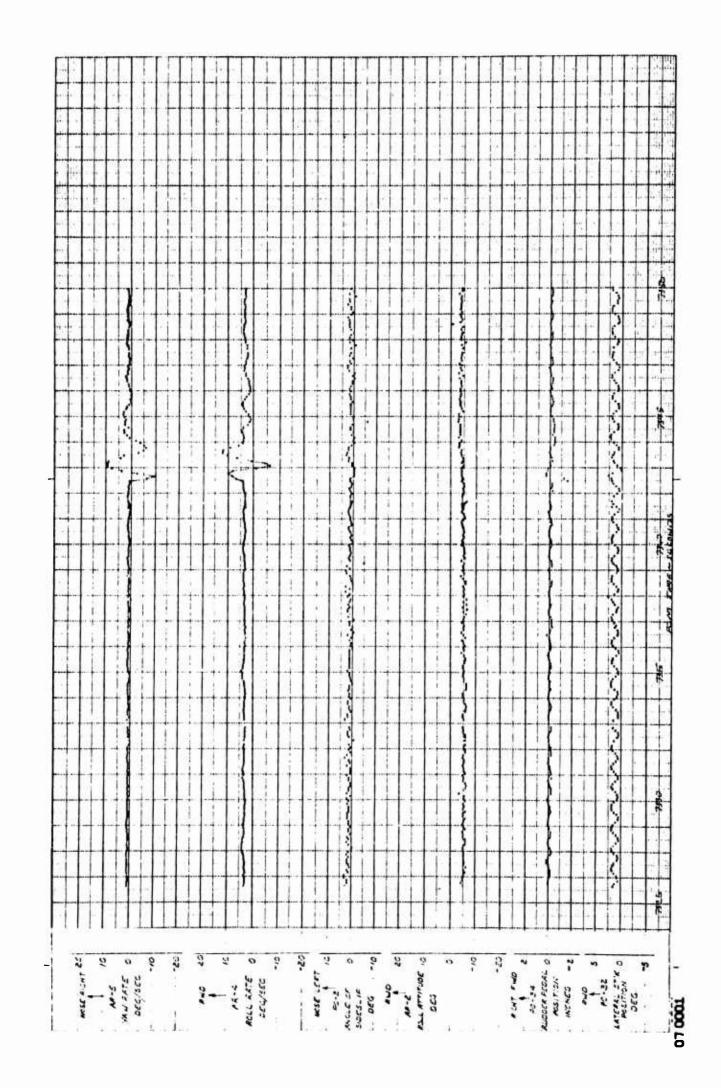


Figure A-110 Lateral Stability Check, Left Lateral Stick Impulse, A/C No. 62-4505, Test 15.0F, H_i ≈ 8500 Feet, $V_{\rm i} \approx 284$ Knots, G.W. \approx 11,180 Pounds, C.G. Position 241.2, Configuration: C R





Lateral Stability Check, Right Lateral Stick Impulse, A/C No. 62-4505, Test 15.0F, H_i ≈ 8300 Feet, $V_i \approx 284$ Knots, G.W. $\approx 11,120$ Pounds, C.G. Position F.S. 241.1, Configuration: C R Figure A-111



C.G. Position F.S. 240.2, Configuration: C R, (No T-Section For Impulse, A/C No. 62-4505, Test 15.0F, $H_i \approx 8600$ Feet, Figure A-112 Directional Stability Check, Left P. $V_i \approx 283$ Knots, G.W. $\approx 10,959$ F. on Rudder)



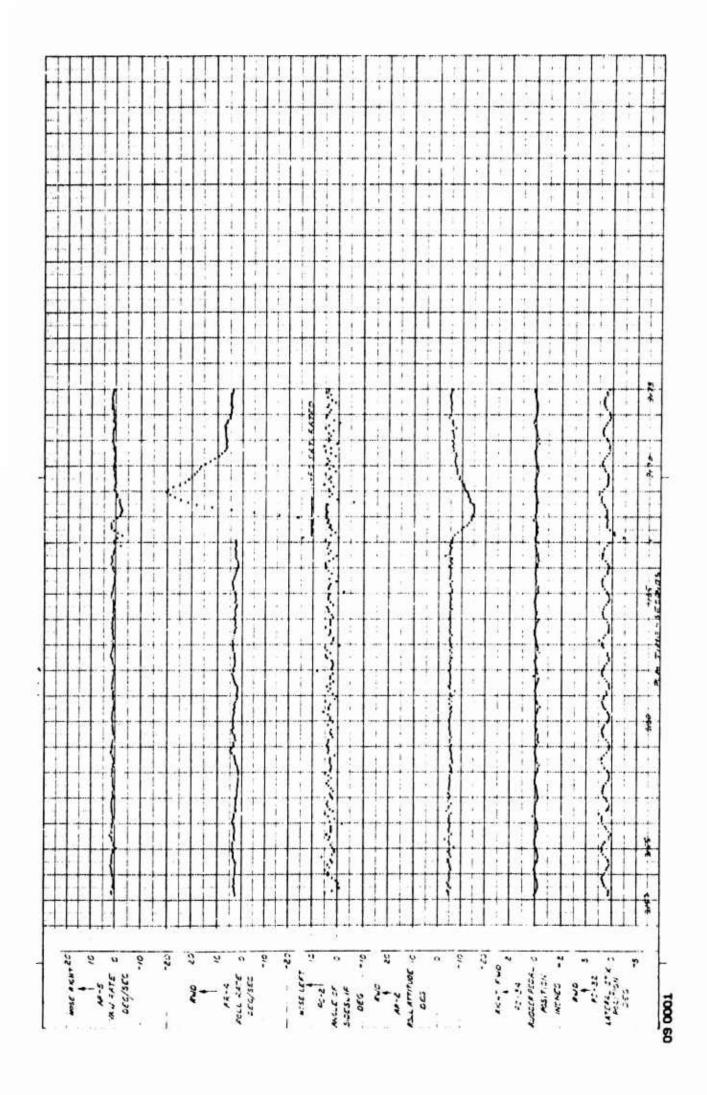


Figure A-113 Lateral Stability Check, Left Lateral Stick Impulse, A/C No. 62-4505, Test 15.0F, H_i ≈ 20,300 Feet, $V_i \approx 289$ Knots, G.W. $\approx 10,400$ Pounds, C.G. Position F.S. 238.8, Configuration: C

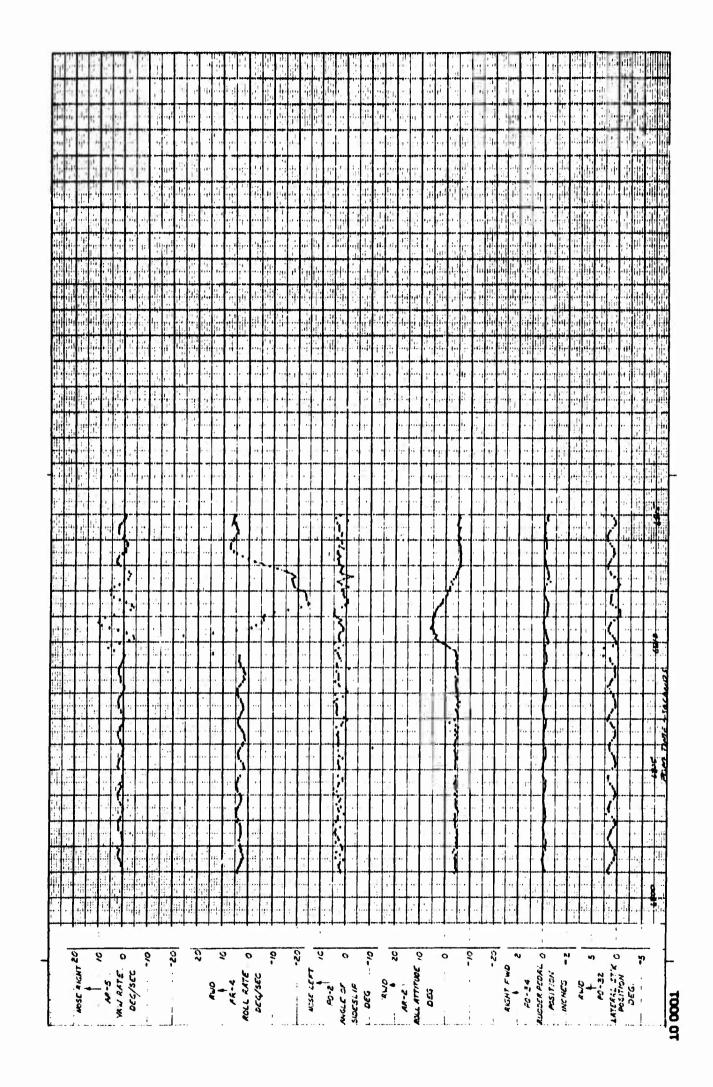
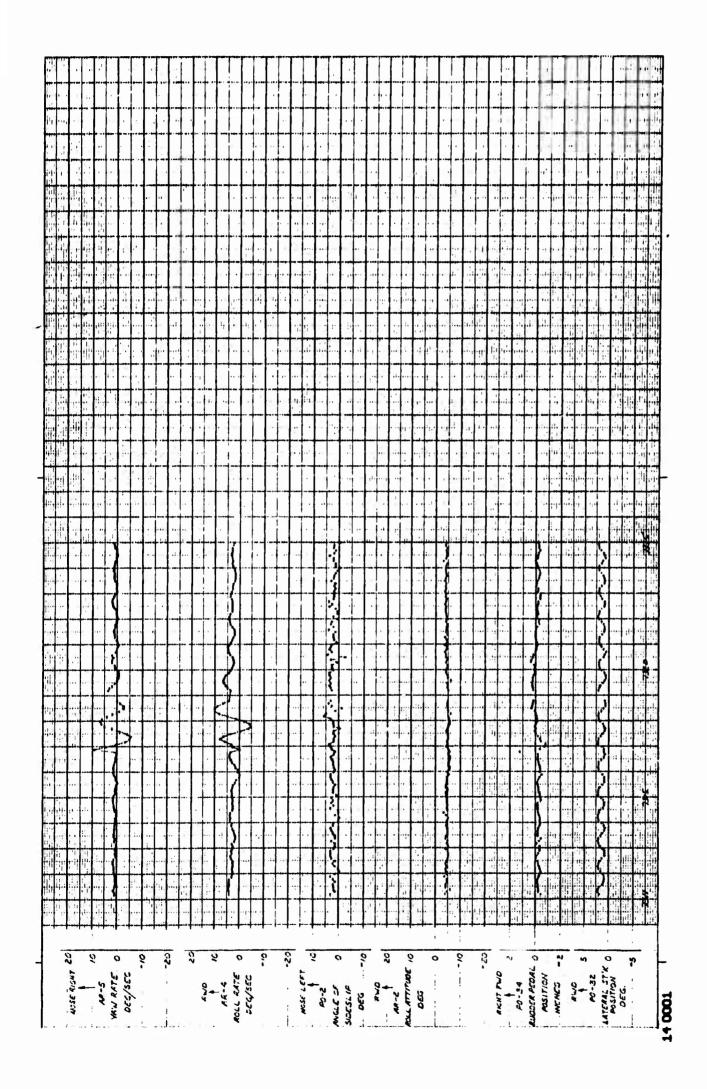
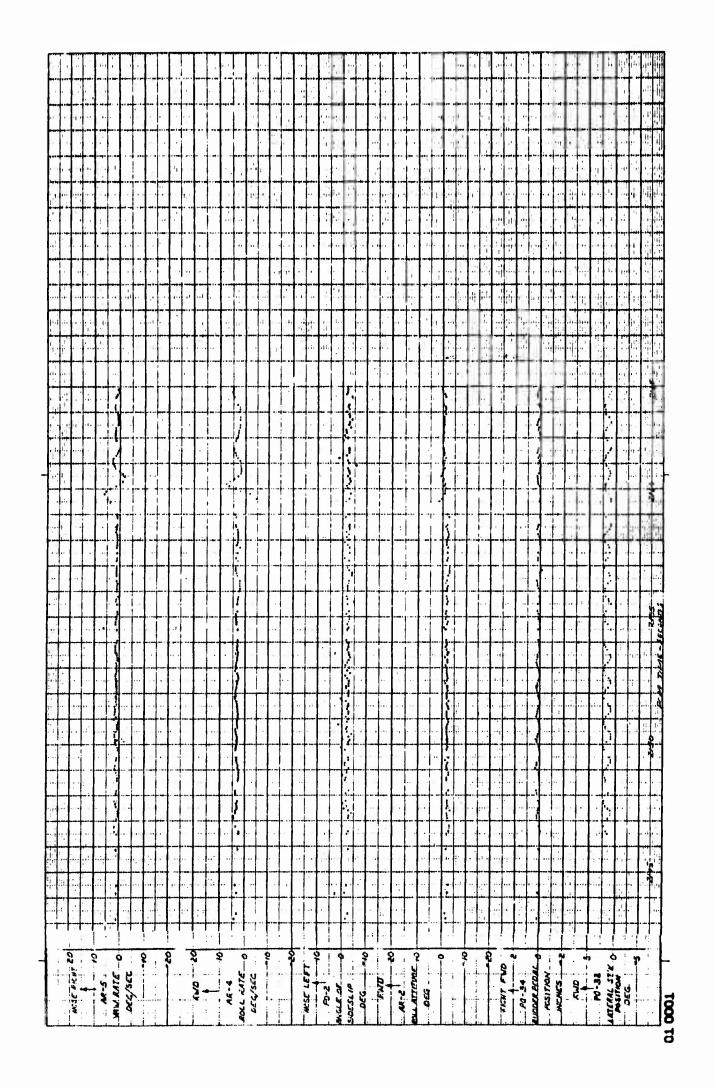


Figure A-114 Lateral Stability Check, Right Lateral Stick Impulse, A/C No. 62-4505, Test 15.0F, $H_i \approx 20,300$ Feet, $V_i \approx 289$ Knots, G.W. $\approx 10,350$ Pounds, C.G. Position F.S. 238.6, Configuration: C R



Directional Stability Check, Right Rudder Impulse, A/C No. 62-4505, Test 15.0F, $H_i \approx 20,000$ Feet, S S CR $V_i \approx 289$ Knots, G.W. $\approx 10,070$ Pounds, C.G. Position F.S. 239.5, Configuration: T-Section on Rudder) Figure A-115



Directional Stability Check, Left Rudder Impulse, $V_i \approx 324$ Knots, G.W. $\approx 11,250$ Pounds, C.G. (T-Section on Rudder) Position F.S. 243.4, Configuration: C R Figure A-116

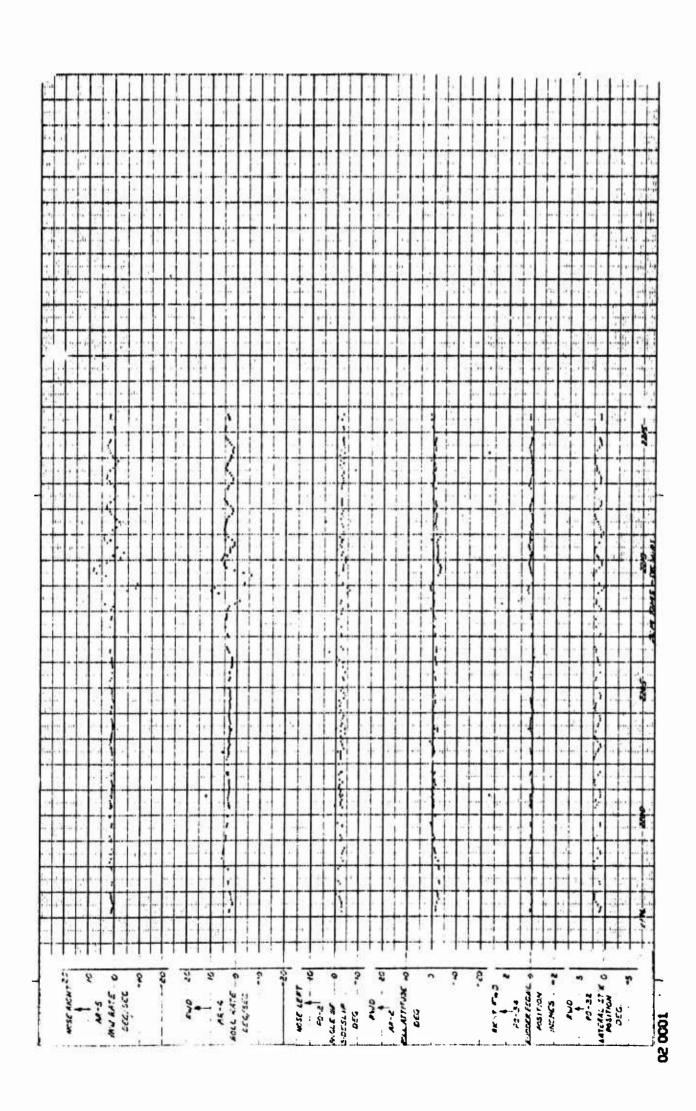


Figure A-117 Directional Stability Check, Right Rudder Impulse, A/C No. 62-4505, Test 19.0F, $H_i \approx 20,000$ Feet, V_i ≈ 324 Knots, G.W. ≈ 11,200 Pounds, C.G. Position F.S. 243.4, Configuration: C R (T-Section on Rudder)

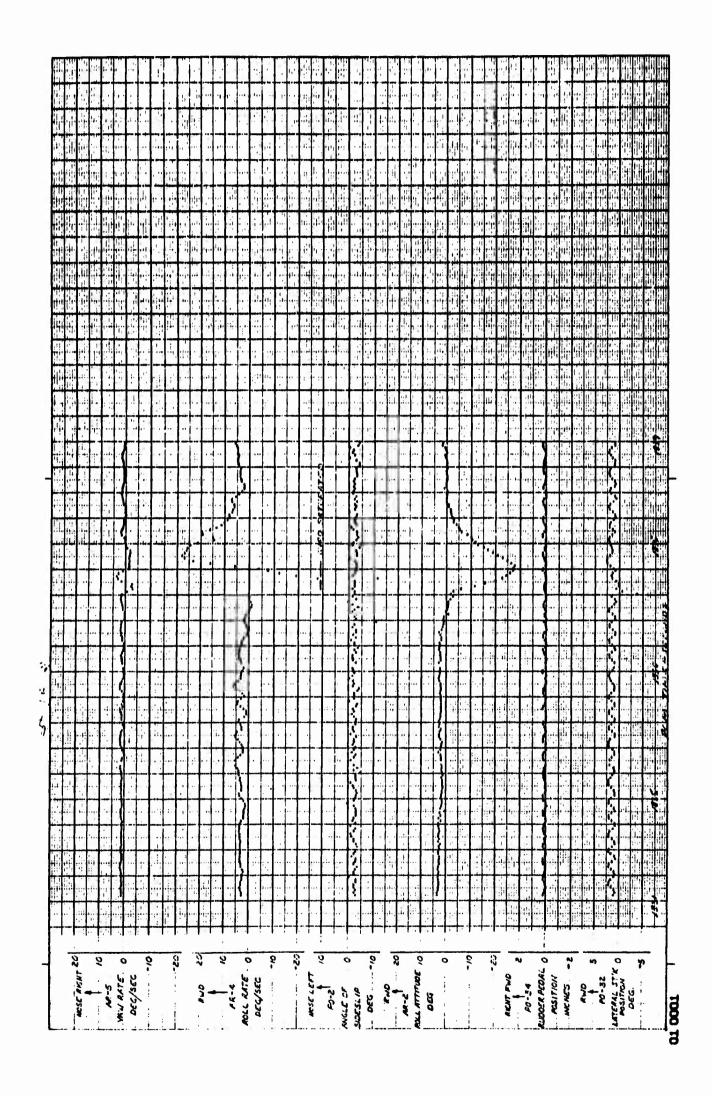
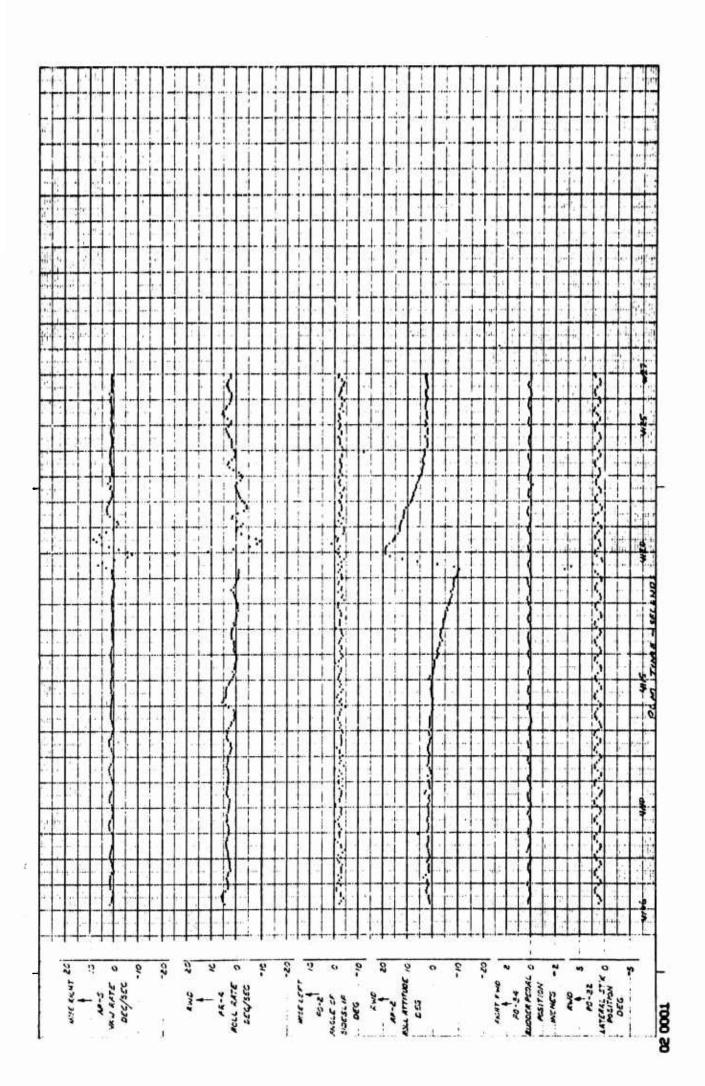
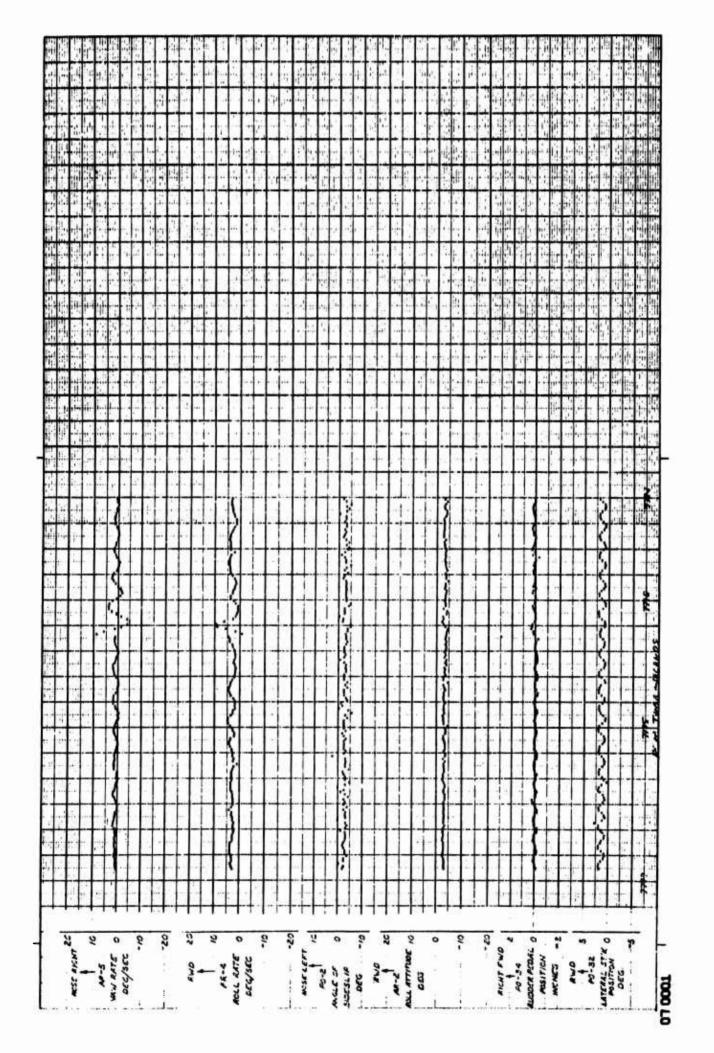


Figure A-118 Lateral Stability Check, Left Lateral Stick Impulse, A/C No. 62-4505, Test 20.0F, H_i ≈ 8000 Feet, V_i ≈ 346 Knots, G.W. ≈ 11,375 Pounds, C.G. Position F.S. 243.4, Configuration: C

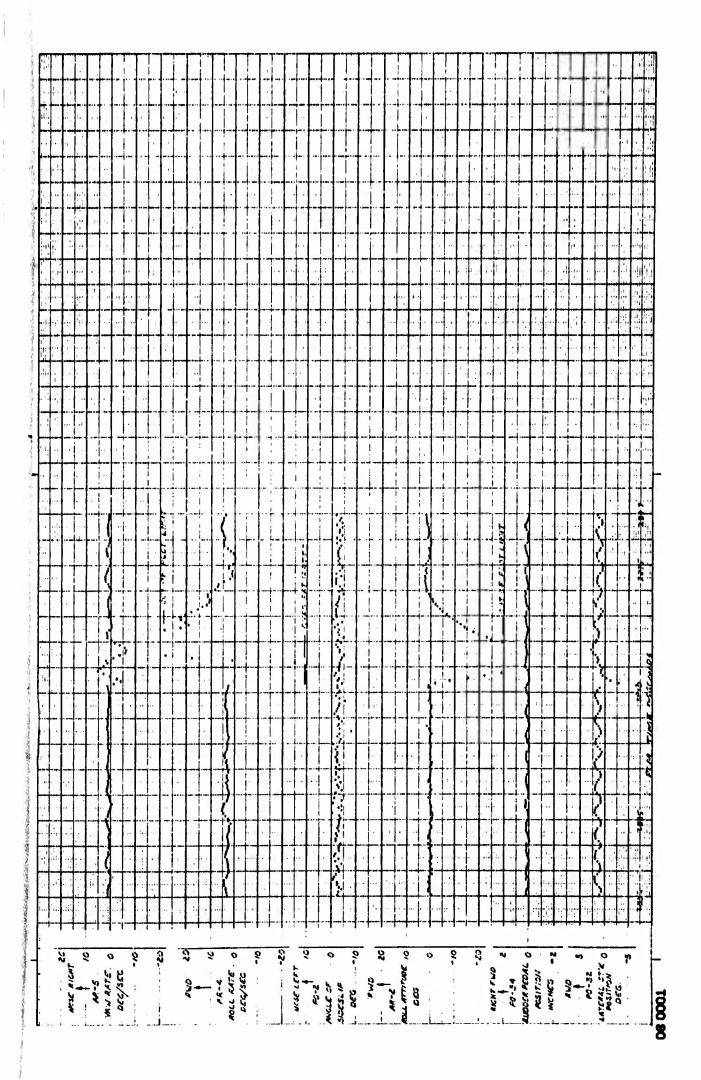
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Lateral Stability Check, Right Lateral Stick Impulse, A/C No. 62-4505, Test 20.0 F, $H_l \approx 8000$ Feet, V_i ≈ 346 Knots, G.W. ≈ 11,335 Pounds, C.G. Position F.S. 243.2, Configuration: C R Figure A-119



V_i ≈ 346 Knots, G.W. ≈ 11,030 Pounds, C.G. Position F.S. 242.5, Configuration: C R (T-Section Directional Stability Check, Right Rudder Impulse A/C No. 62-4505, Test 20.0F, H_i ≈ 8800 Feet, on Rudder) Figure A-120



Lateral Stability Check, Left Lateral Stick Impulse, A/C No. 62-4505, Test 20.0F, $H_i \approx 11,900$ Feet, $V_{i}\approx349$ Knots, G.W. $\approx10,820$ Pounds, C.G. Position F.S. 2430, Configuration: C Figure A-121

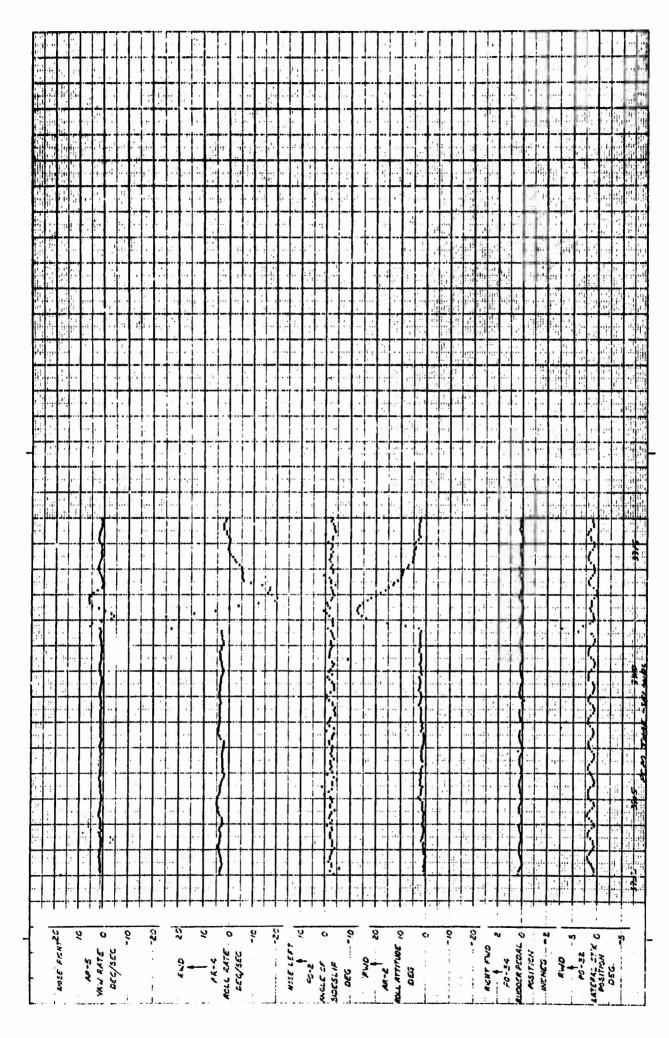
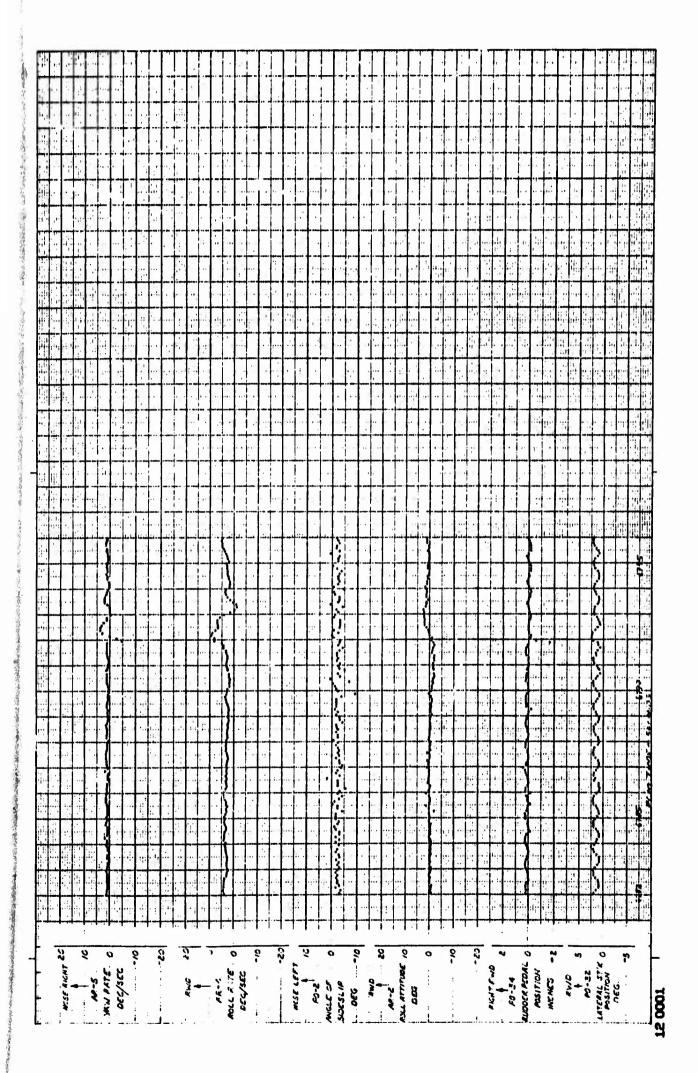
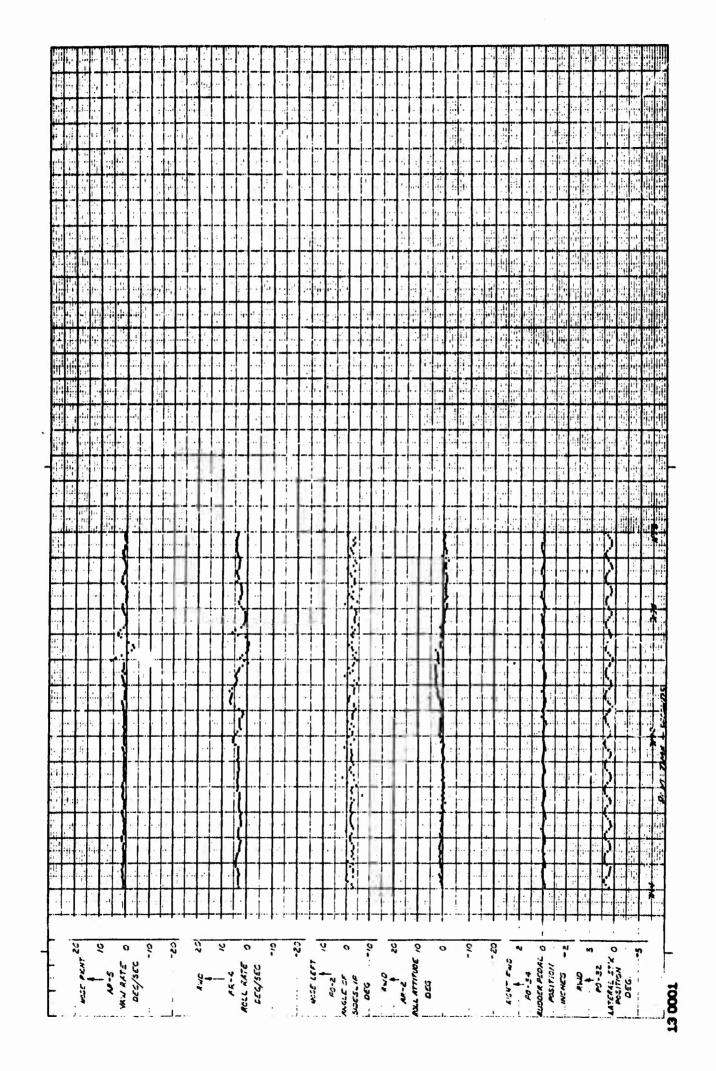


Figure A-122 Lateral Stability Check, Right Lateral Stick Impulse, A/C No. 62-4505, Test 20.0F, Hi ~ 11,850 Feet, $V_i \approx 349$ Knots, C.G. Position F.S. 242.9, Configuration: C R



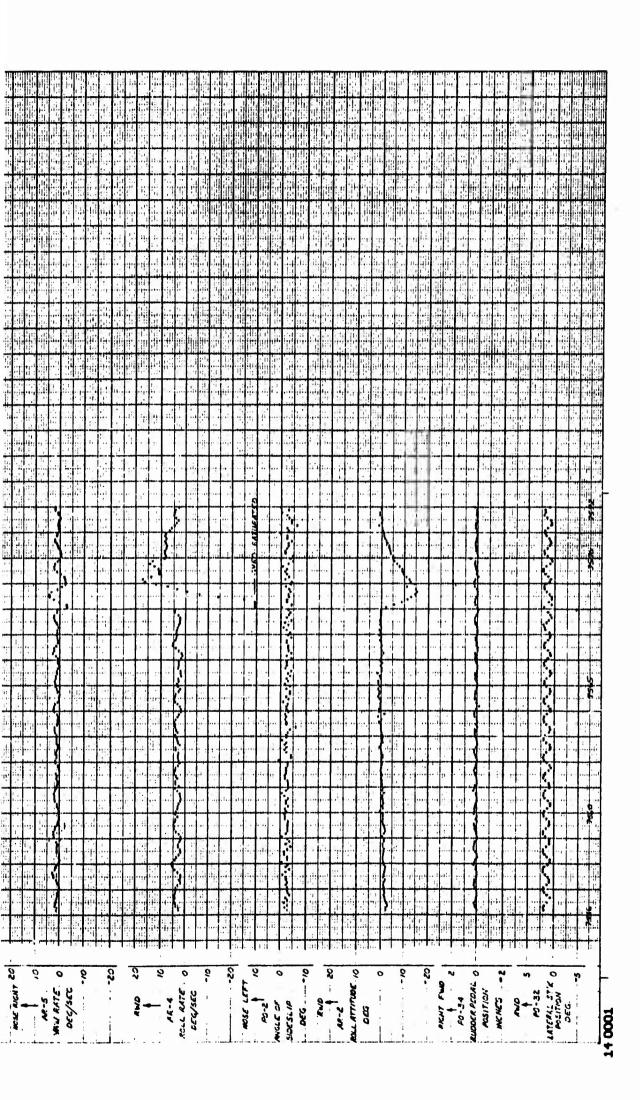
V_i ≈ 349 Knots, G.W. ≈ 16,420 Pounds, C.G. Position F.S. 242.5, Configuration: C R (T-Section Figure A-123 Directional Stability Check, Left Rudder Impulse, A/C No. 62-4505, Test 20.0F, H; * 12,200 Feet, on Rudder)



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≈ 12,000 Feet, (T-Section V_i ≈ 349 Knots, G.W. ≈ 10,360 Pounds, C.G. Position F.S. 242.7, Configuration: C R Figure A-124 Directional Stability Check, Right Rudder Impulse, A/C No. 62-4505, Test 20.0F, H; on Rudder)

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Lateral Stability Check, Left Lateral Stick Impulse, A/C No. 62-4505, Test 20.0F, $H_{i} \approx 8000$ Feet, V_i ≈ 375 Knots, G.W. ≈ 10,025 Pounds, C.G. Position F.S. 241.6, Configuration: C R Figure A-125

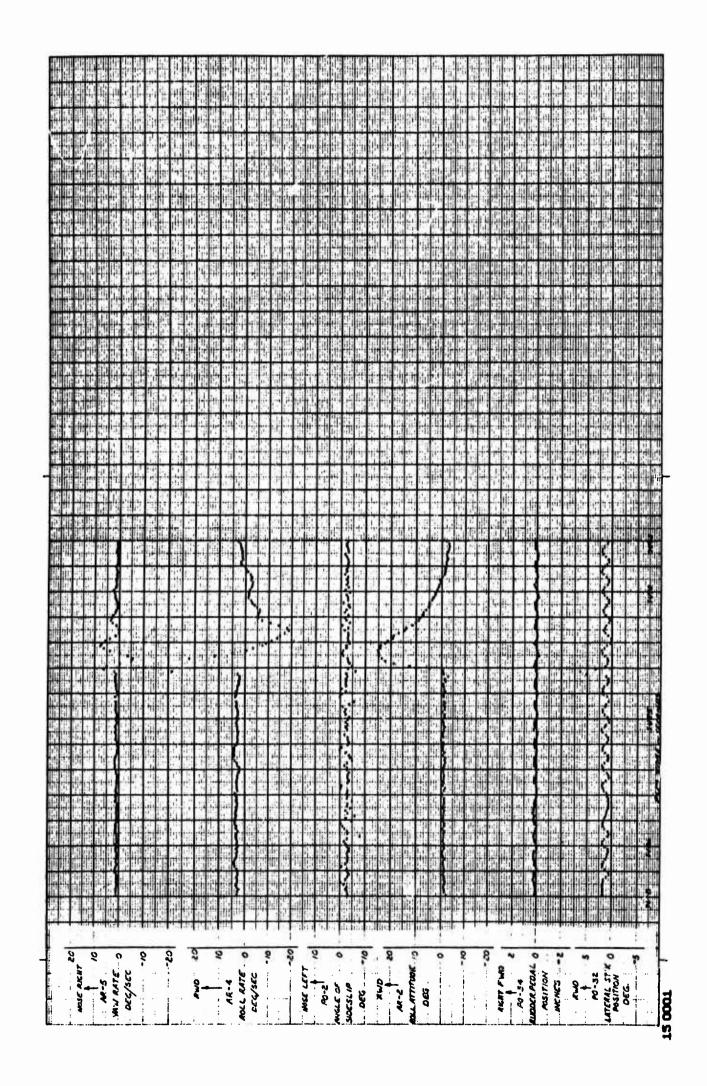


Figure A-126 Lateral Stability Check, Right Lateral Stick Impulse, A/C No. 62-4505, Test 20.0F, H_i ≈ 7900 Feet, $V_i \approx 375$ Knots, G.W. ≈ 9960 Pounds, C.G. Position F.S. 241.6, Configuration: C R

Figure A-127 Directional Stability Check, Left Rudder Impulse, A/C No. 62-4505, Test 20.0F, $H_i \approx 8050$ Feet, (T-Section $V_{\rm i} \approx 375~{\rm Knots,~G.W.} \approx 9600~{\rm Pounds,~C.G.~Position~F.S.~241.2,~Configuration:~C~R}$ on Rudder)

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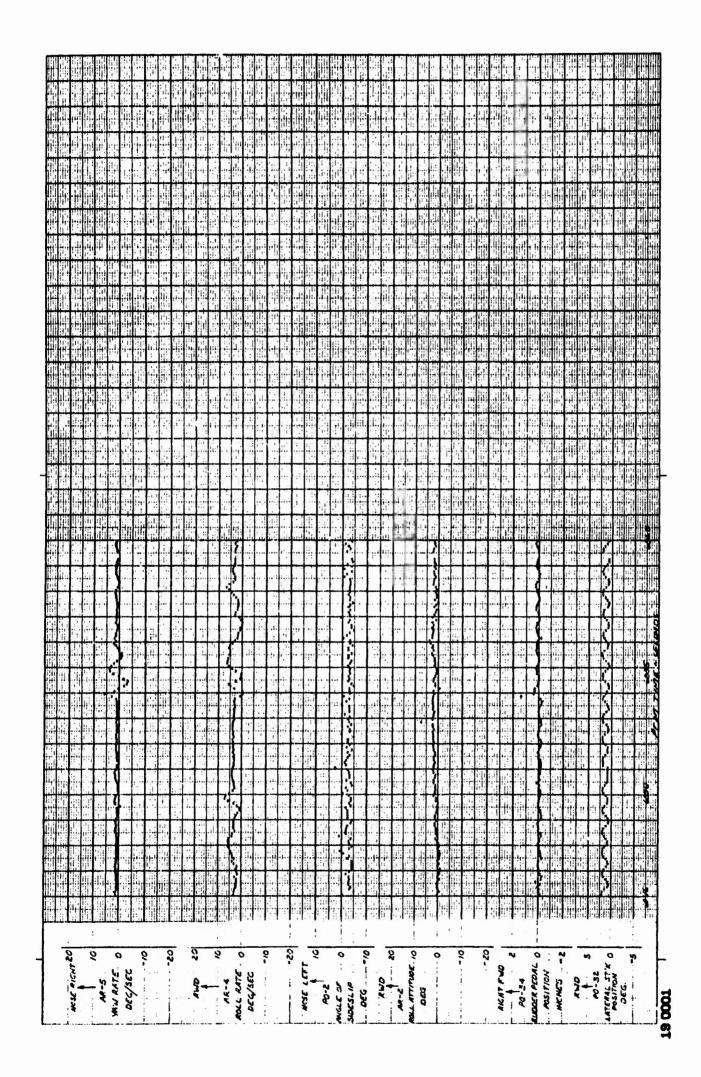


Figure A-128 Directional Stability Check, Right Rudder Impulse A/C No. 62-4505, Test 20.0F, $H_i \approx 8100$ Feet, $V_i \approx 375$ Knots, G.W. 9550 Pounds, C.G. Position F.S. 241.2, Configuration: C R (T-Section on Rudder)

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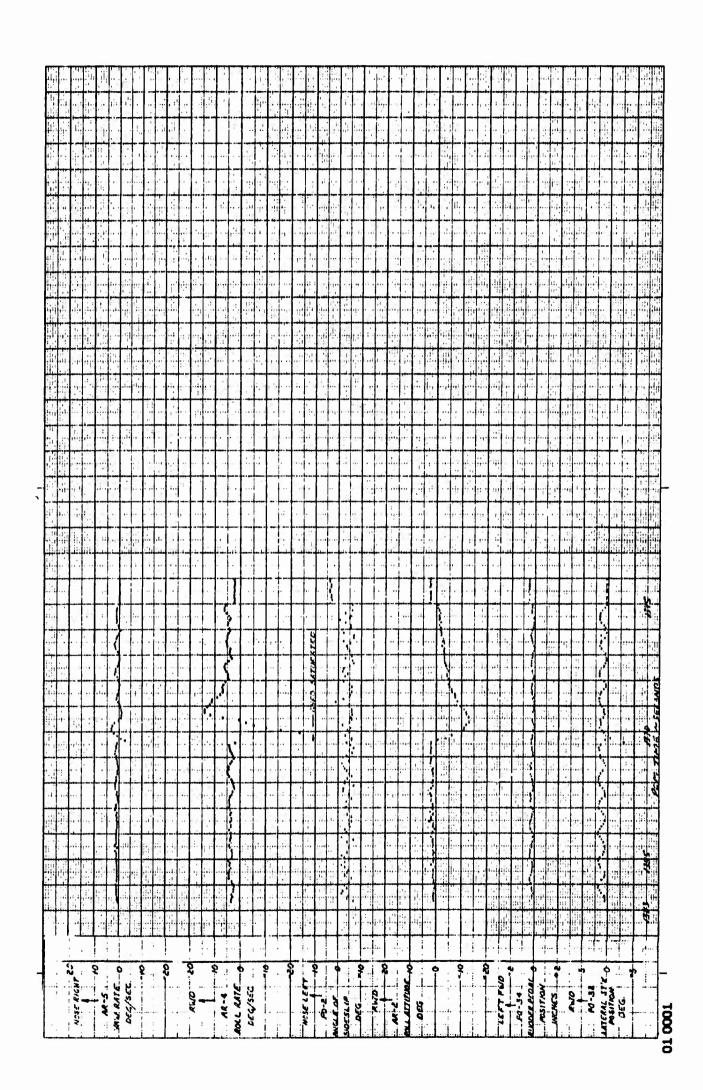


Figure A-129 Lateral Stability Check, Left Lateral Stick Impulse, A/C No. 62-4505, Test 23.0F, $H_i \approx 12,190$ Feet, $V_i \approx 375$ Knots, G.W. $\approx 11,000$ Pounds, C.G. Position F.S. 241.0, Configuration: C R

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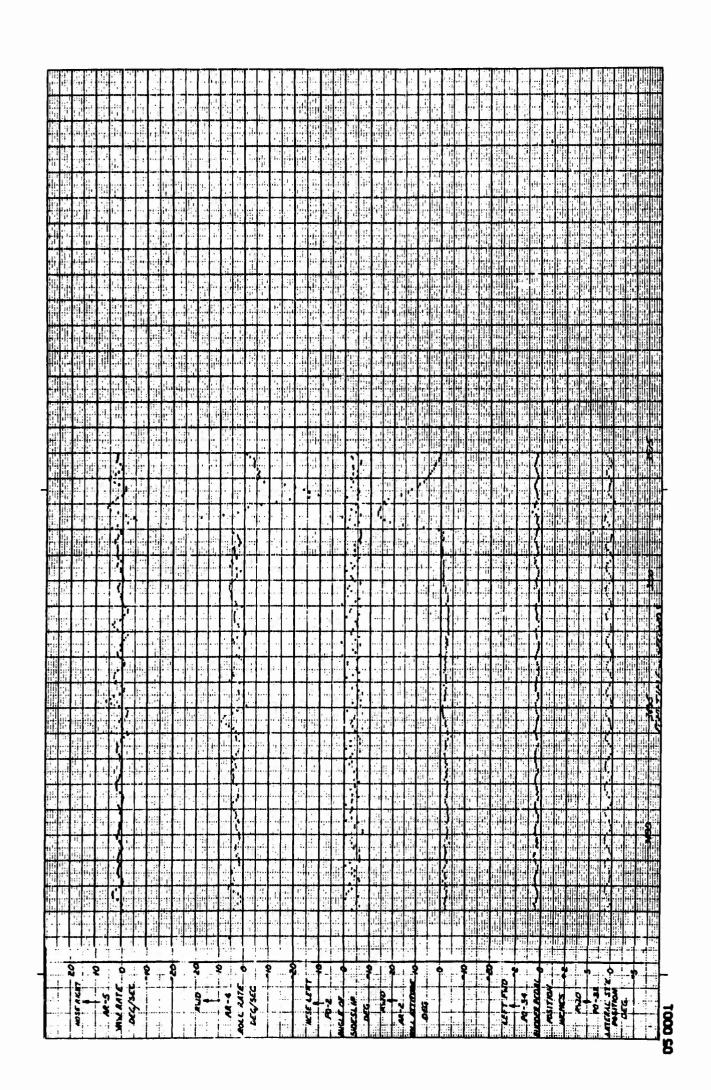
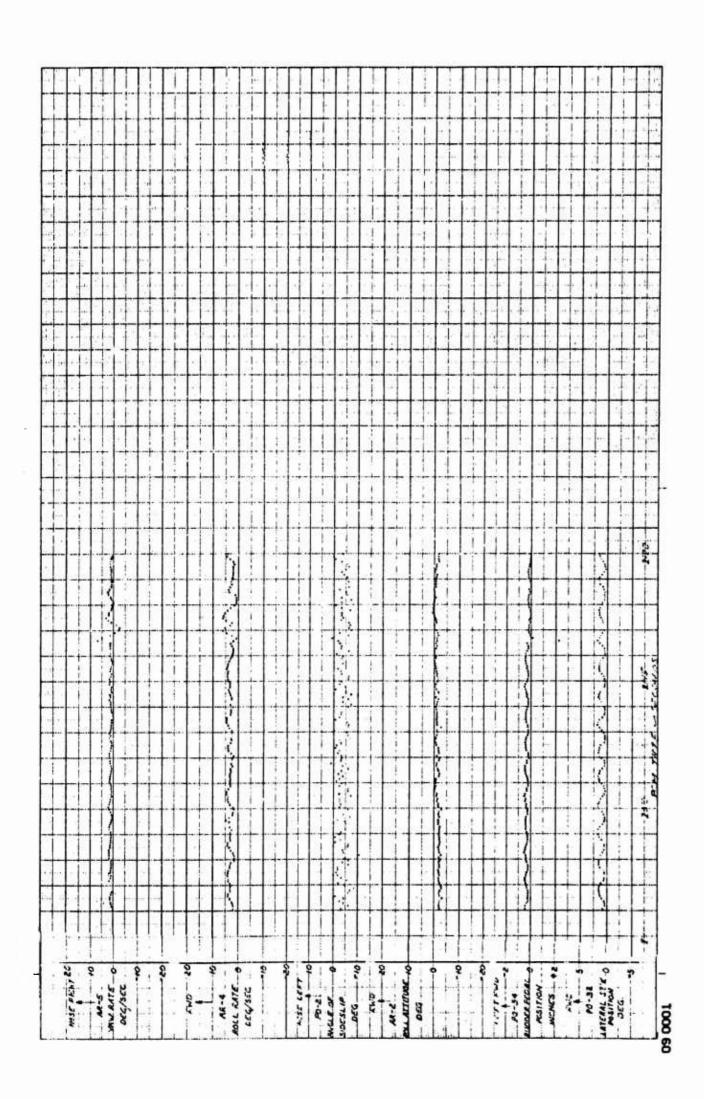


Figure A-130 Lateral Stability Check, Right Lateral Stick Impulse, A/C No. 62-4505, Test 23.0F, H_i ≈ 8300 Feet, $V_i \approx 405$ Knots, G.W. $\approx 10,435$ Pounds, C.G. Position F.S. 241.2, Configuration: C R



Directional Stability Check, Right Rudder Impulse, A/C No. 62-4505, Test 23.0F, H; ≈ 7700 Feet, (T-Section $V_i \approx 405 \; \text{Knots, G.W.} \approx 9650 \; \text{Pounds, C.G. Position F.S. } 241.2, \; \text{Configuration: C R on Rudder})$ Figure A-131

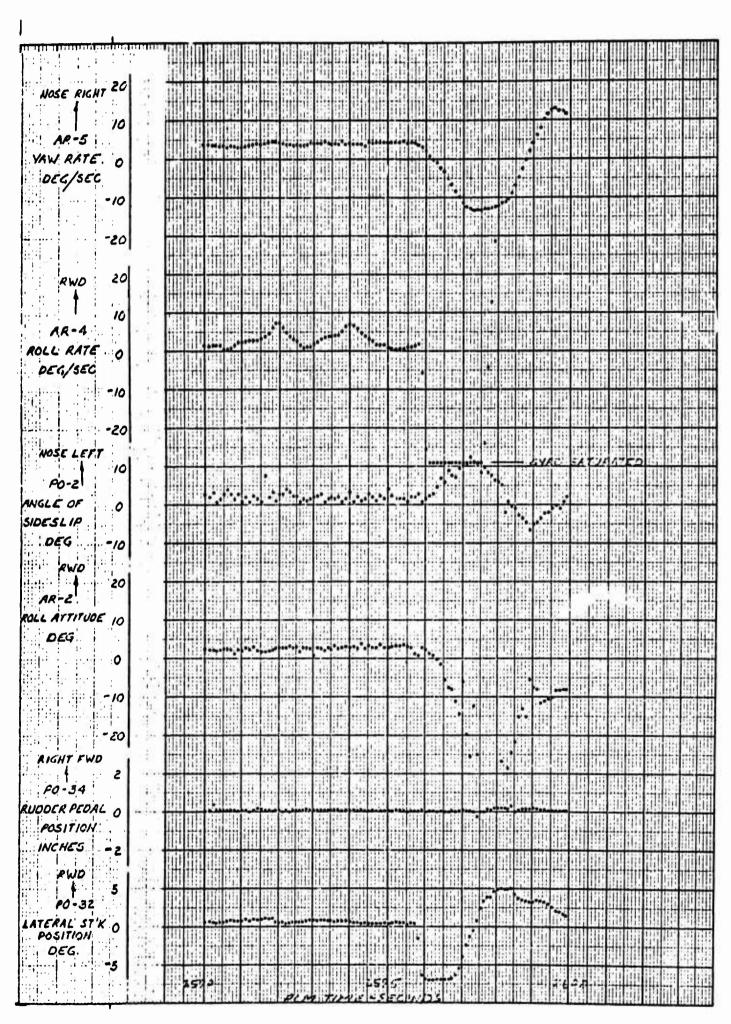
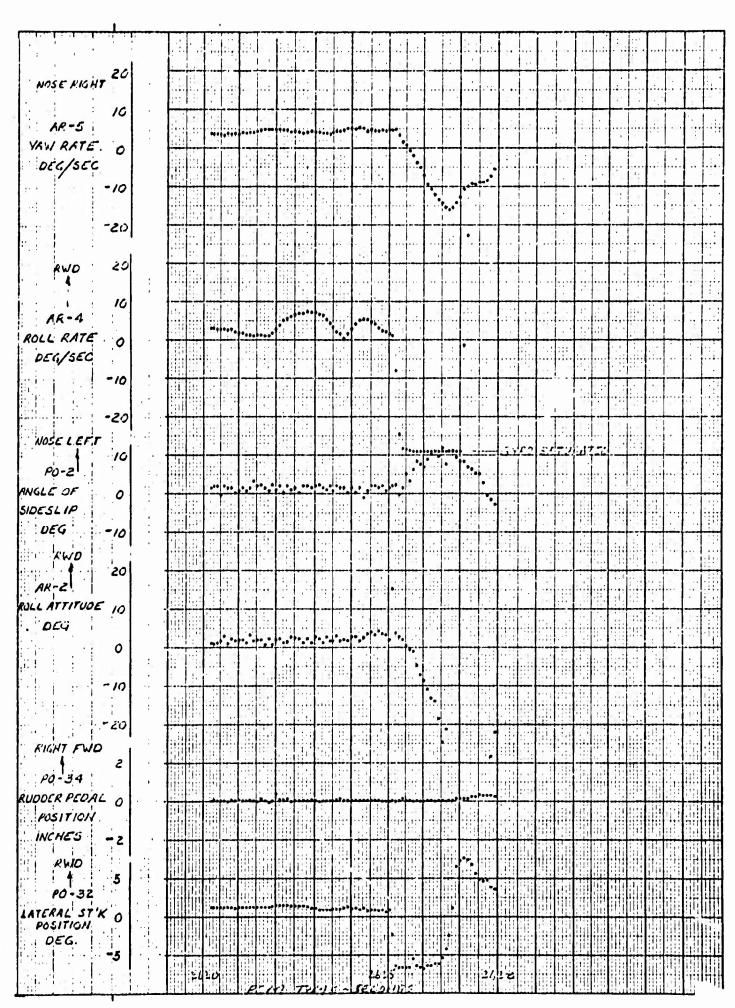


Figure A-132 Lateral-Directional Stability Check, Left Roll from Right Bank, Rudder Fixed, A/C No. 62-4505, Test 9.0F, $H_i \approx 11,500$ Feet, $V_i \approx 150$ Knots, G.W. $\approx 10,430$ Pounds, C.G. Position F.S. 240.4, Configuration: C R



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Figure A-133 Lateral-Directional Stability Check, Left Roll from Right Bank, Rudder Fixed, A/C No. 62-4505, Test 9.0F, $H_i \approx 11,500$ Feet, $V_i \approx 150$ Knots, G.W. $\approx 10,415$ Pounds, C.G. Position F.S 240.4, Configuration: C R

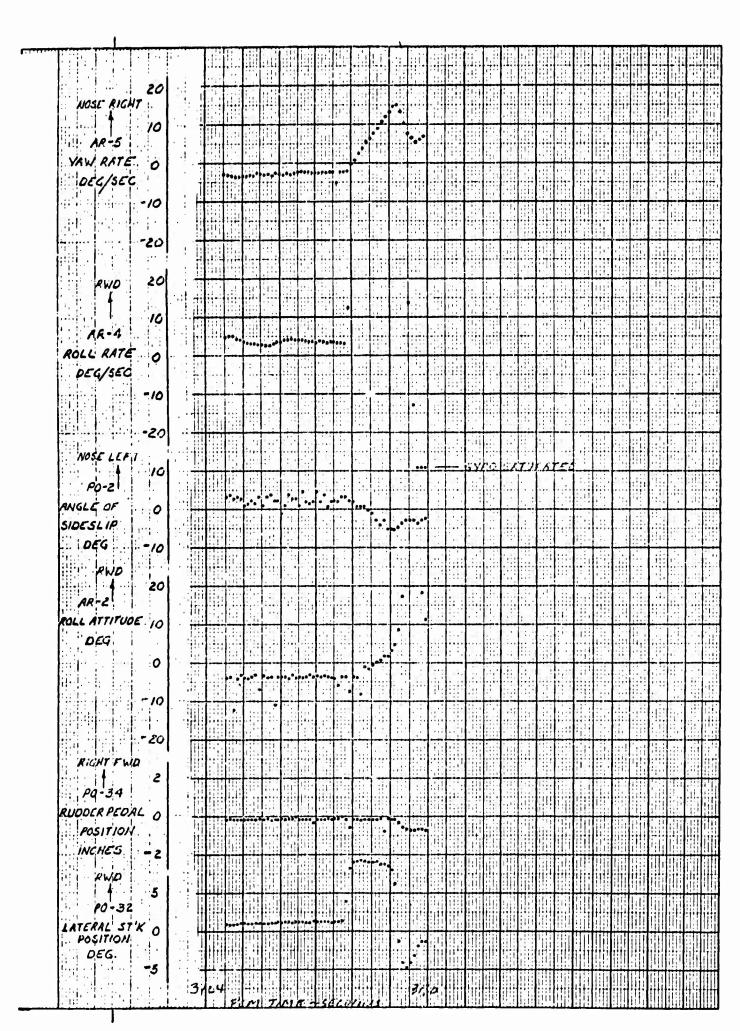


Figure A-134 Lateral-Directional Stability Check, Right Roll from Left Bank, Rudder Fixed, A/C No. 62-4505, Test 9.0F, $H_i \approx 11,500$ Feet, $V_i \approx 150$ Knots, G.W. $\approx 10,465$ Pounds, C.G. Position F.S. 240.6, Configuration: C R

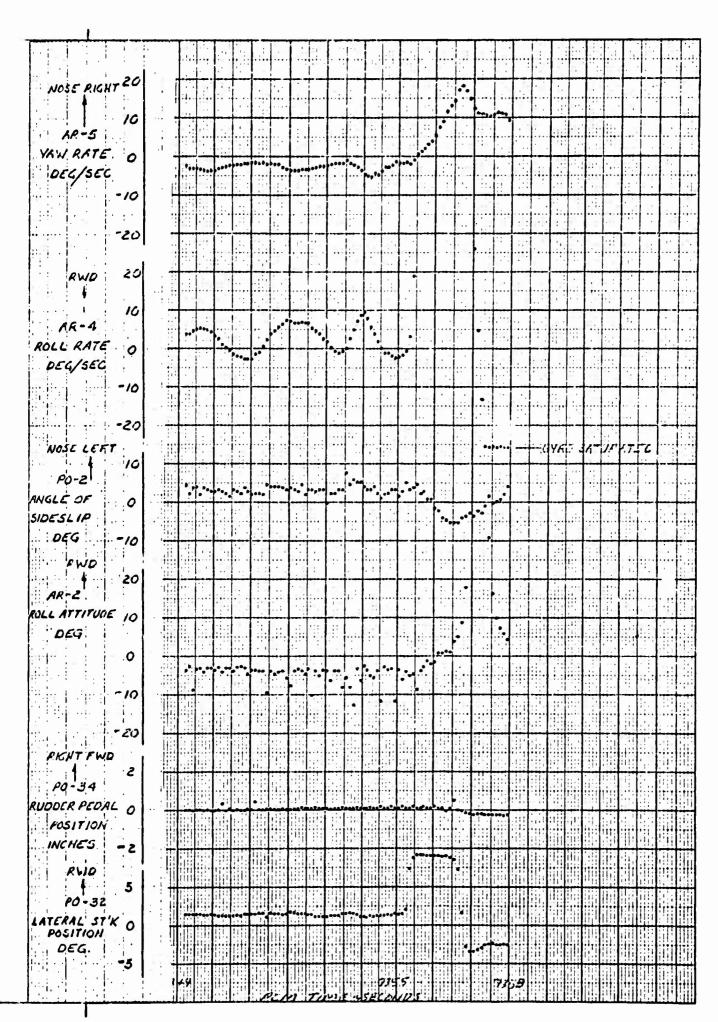
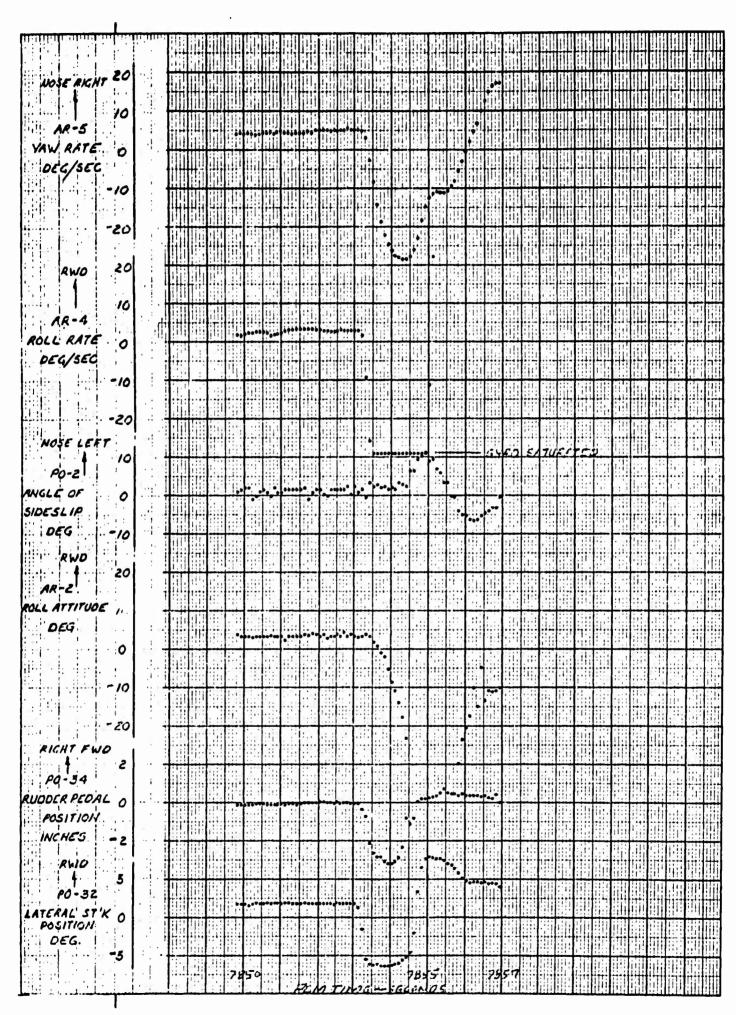
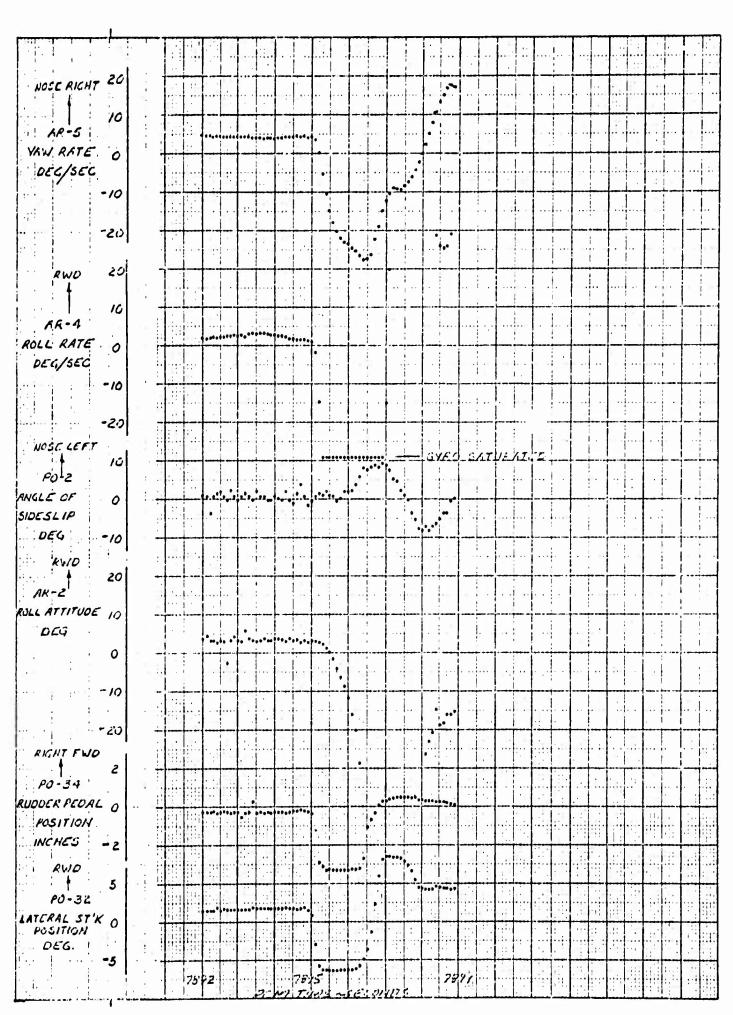


Figure A-135 Lateral-Directional Stability Check, Right Roll from Left Bank, Rudder Fixed, A/C No. 62-4505, Test 9.0F, $H_i \approx 11,500$ Feet, $V_i \approx 150$ Knots, G.W. $\approx 10,445$ Pounds, C.G. Position F.S. 240.5, Configuration: C R



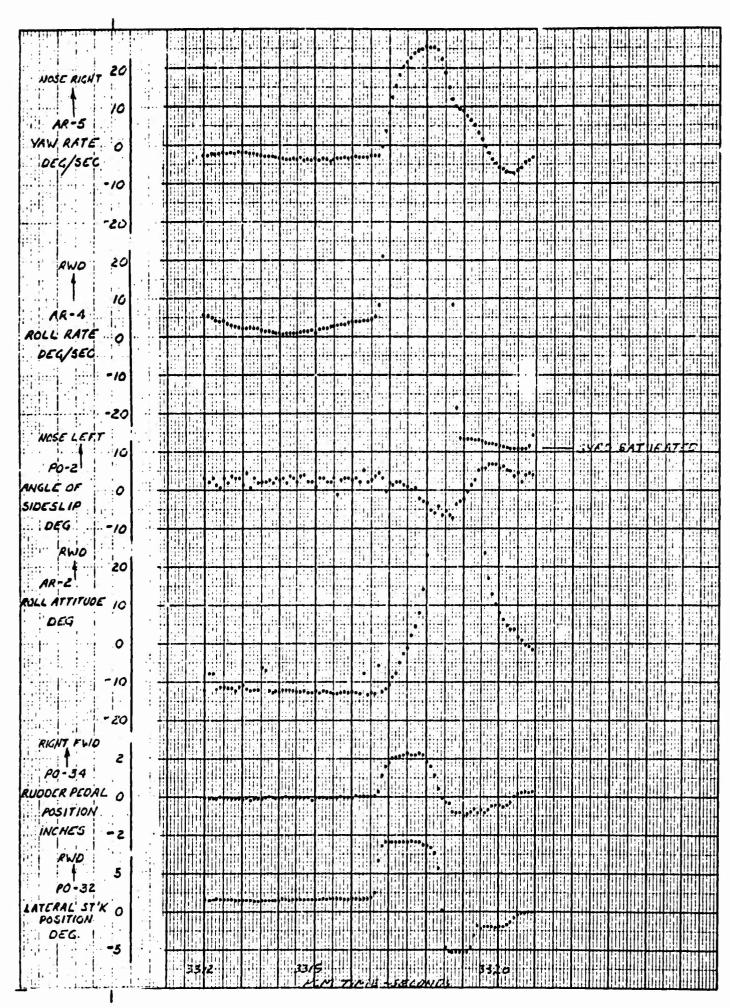
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Figure A-136 Lateral-Directional Stability Check, Left Roll from Right Bank, Coordinated Rudder, A/C No. 62-4505, Test 9.0F, $H_i \approx 11,500$ Feet, $V_i \approx 150$ Knots, G.W. $\approx 10,390$ Pounds, C.G. Position F.S. 240.3, Configuration: C R



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Figure A-137 Lateral-Directional Stability Check, Left Roll from Right Bank, Coordinated Rudder, A/C No. 62-4505, Test 9.0F, $H_i \approx 11,500$ Feet, $V_1 \approx 150$ Knots, G.W. $\approx 10,370$ Pounds, C.G. Position F.S. 240.3, Configuration: C R



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Figure A-138 Lateral-Directional Stability Check, Right Roll from Left Bank, Coordinated Rudder, A/C No. 62-4505, Test 9.0F, $H_i \approx 11,500$ Feet, $V_i \approx 150$ Knots, G.W. $\approx 10,350$ Pounds, C.G. Position F.S. 240.3, Configuration: C R

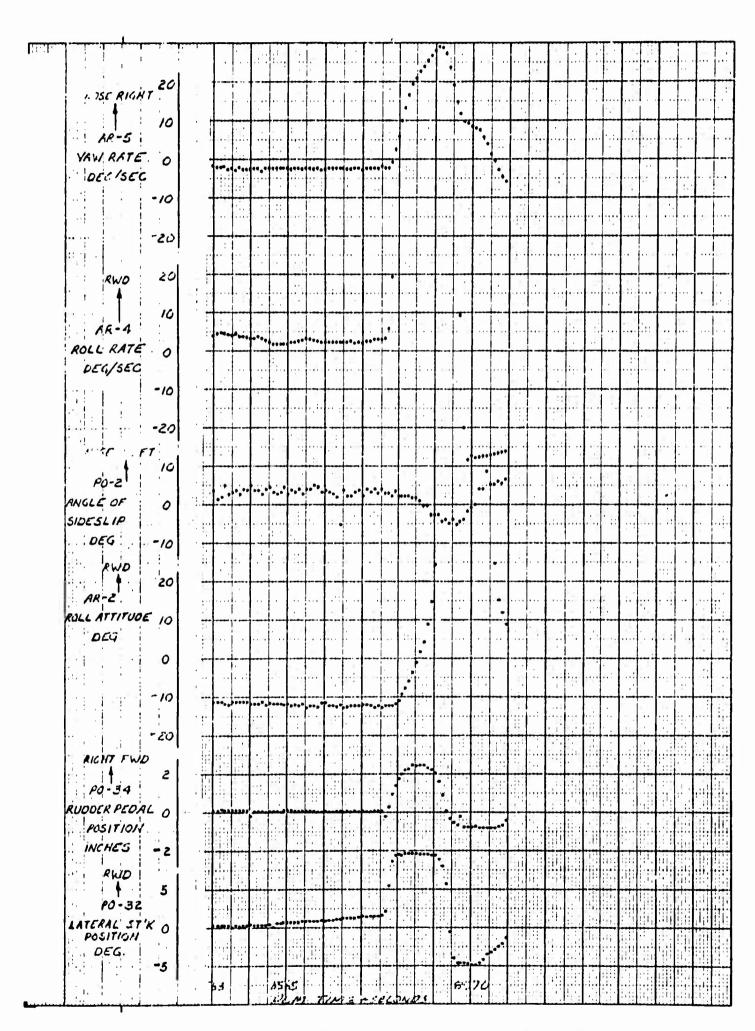
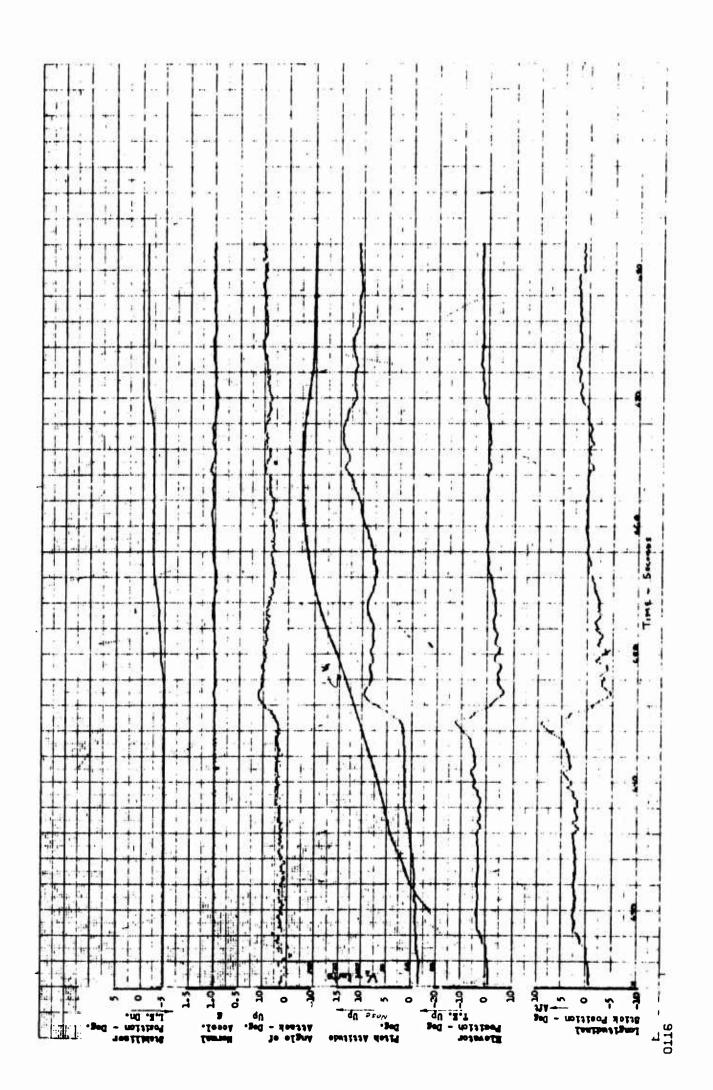


Figure A-139 Right Roll from Left Bank, Coordinated Rudder, A/C No. 62-4505, Test 9.0F, $H_i \approx 11,500$ Feet, $V_i \approx 150$ Knots, G.W. $\approx 10,330$ Pounds, C.G. Position F.S. 240.2, Configuration: C R

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Figure A-140 Take-off with 15° Flaps, Lift-off Speed ~ 98 Knots Indicated, Flaps Up at 130 Knots Indicated, A/C No. 62-4506, Test 5.0F, G.W. 11,140 Pounds, C.G. Position F.S. 242.9



Take-off with 15° Flaps, Lift-off Speed ≈ 98 Knots Indicated, Flaps Up at 130 Knots Indicated, A/C No. 62-4506, Test 5.0F, G.W. = 11,140 Pounds, C.G. Position F.S. 242.9 .141 Figure

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Figure A-142 Take-off with 30° Flaps, A/C No. 62-4506, Test 4.0F,G.W. ~ 11,000 Pounds, C.G. Position F.S. 243.9

Figure A-143 Take-off with 30° Flaps, A/C No. 62-4506, Test 4.0F,G.W. = 11,000 Pounds, C.G. Position F.S. 243.9

Figure A-144 Landing with 15 Flaps, A/C No. 62-4506, Test 5.0F,G.W. = 9322 Pounds, C.G. Position F.S. 240.6

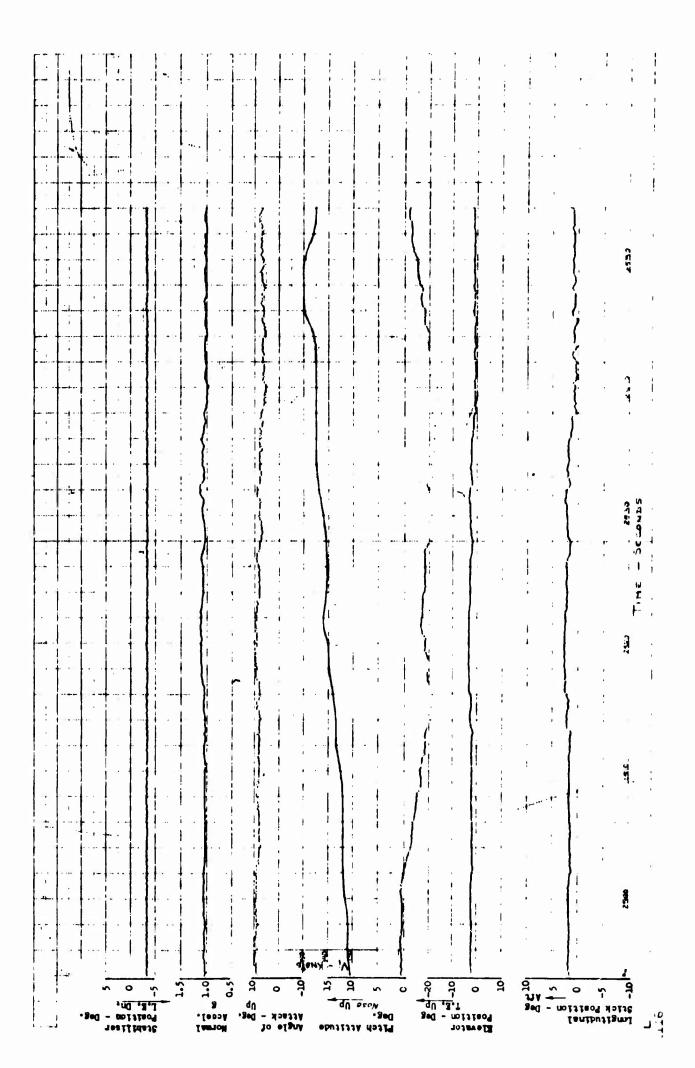


Figure A-145 Landing with 15° Flaps, A/C No. 62-4506, Test 5.0F, G.W. ~ 9322 Pounds, C.G. Position F.S. 240.6

Figure A-146 Landing with 15° Flaps, A/C No. 62-4506, Test 5.0F, G.W. ~ 9322 Pounds, C.G. Position F.S. 240.6

Figure A-147 Landing with 15° Flaps, A/C No. 62-4506, Test 5.0F, G.W. = 9322 Pounds, C.G. Position F.S. 240.6

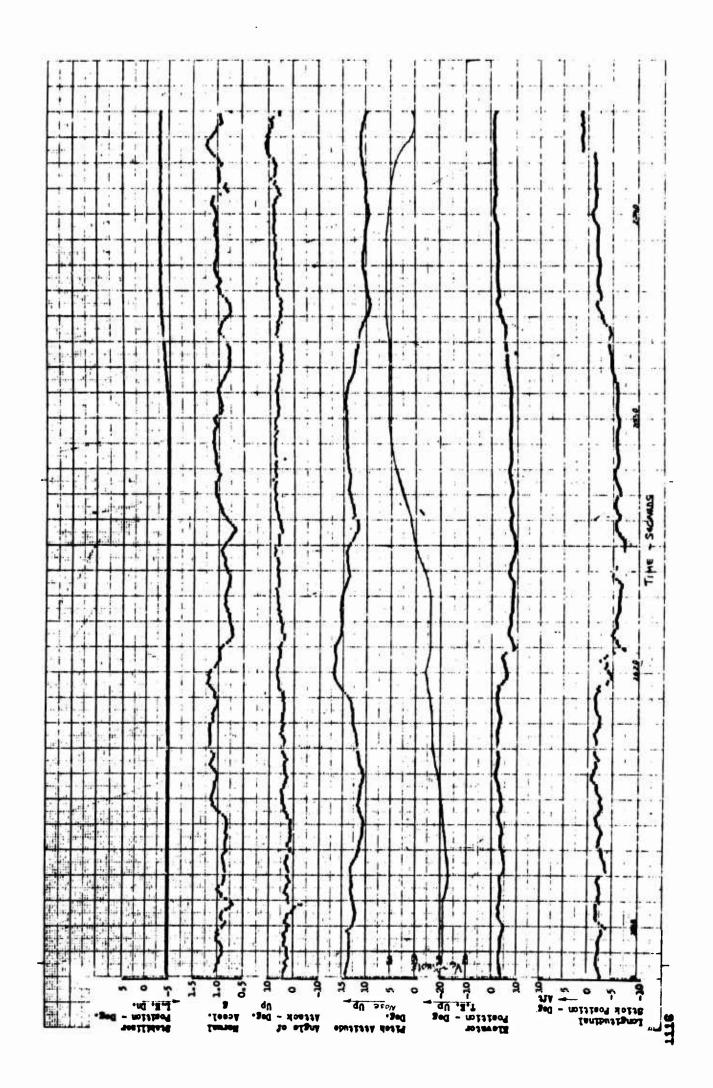
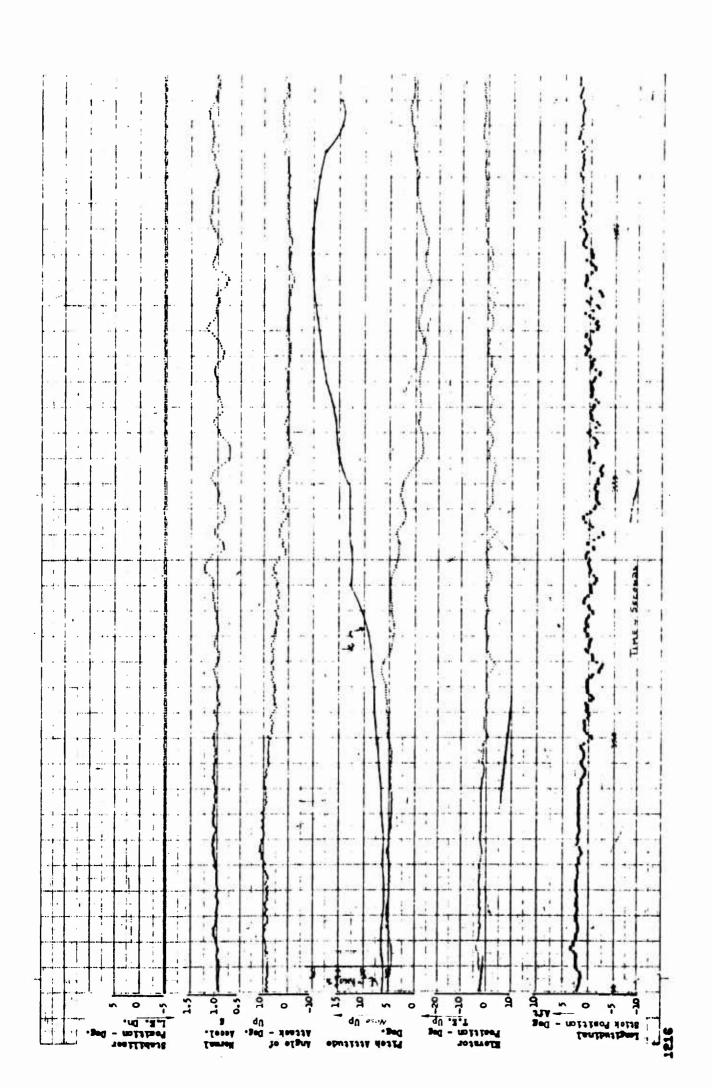


Figure A-148 Longitudinal Trim Change Flaps from 30° to 0° R/C Constant, A/C No. 62-4506, Test 4.0F, ≈140 Knots, G.W. ≈ 10.095 Pounds, C.G. Position F.S. 241.5 H₁ ≈ 5000 Feet, V_iTrim



 $\approx 110 \text{ Knots, G.W.} \approx 9920$ Figure A-149 Longitudinal Trim Change, Flaps 45°, Increase Power from Power Required for Level Flight to Maximum Power, Altitude Constant, A/C No. 62-4506, Test 4.0F, H_i ≈ 5000 Feet, V_iTrim Pounds, C.G. Position F.S. 240.8

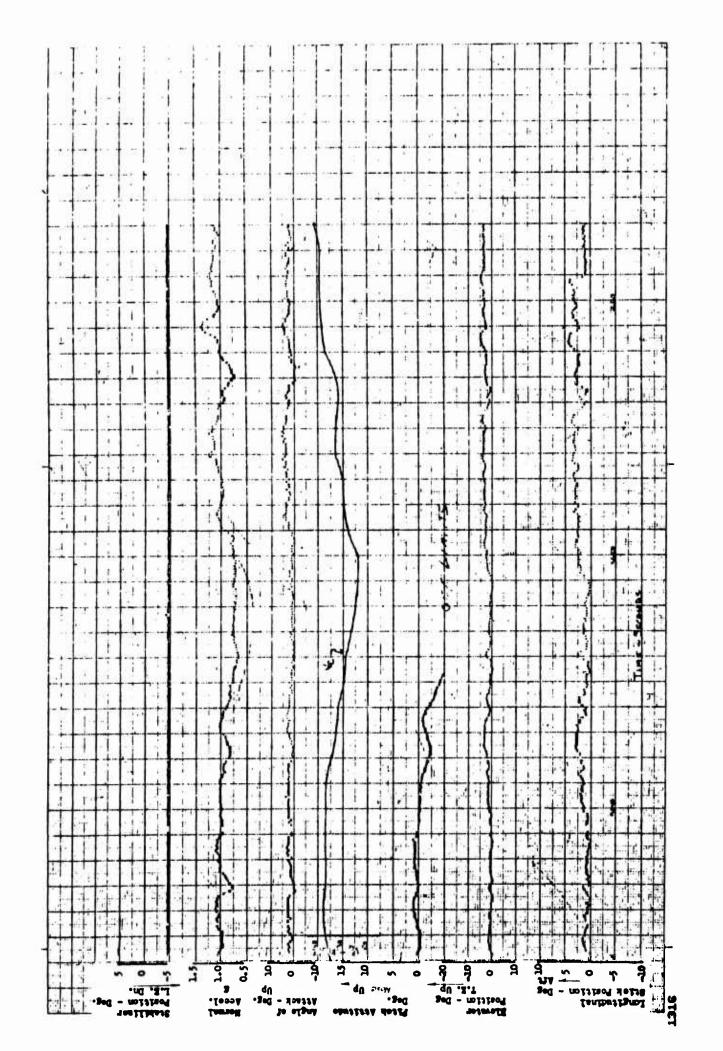
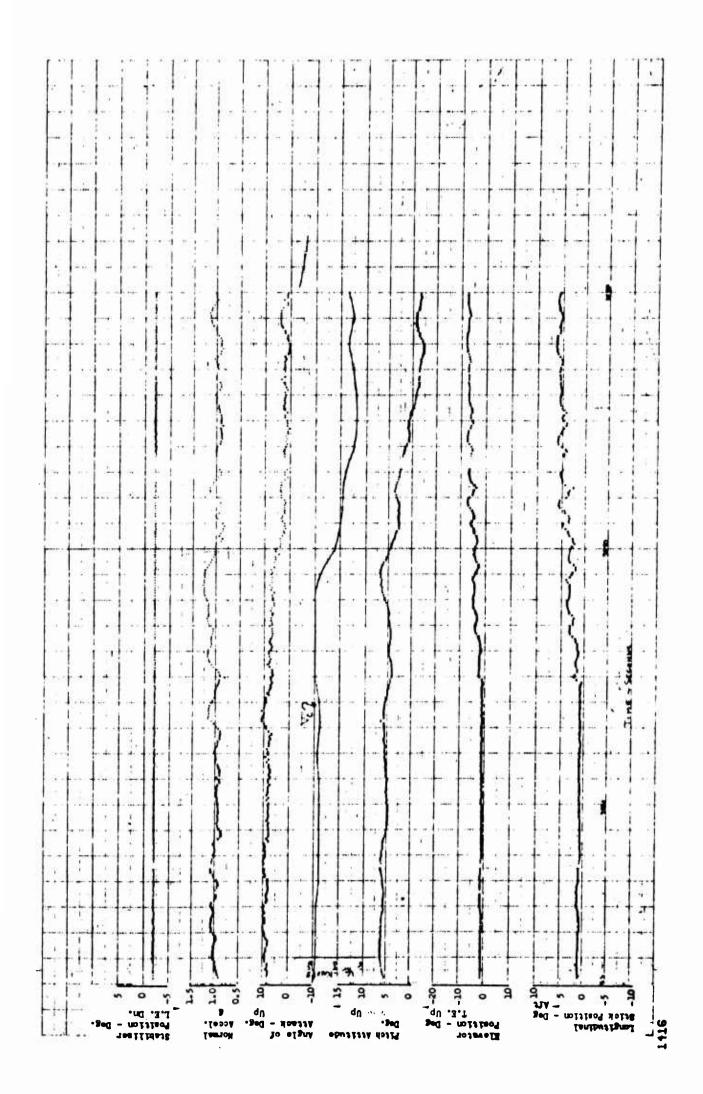


Figure A-150 Longitudinal Trim Change, Flaps 45°, Reduce Power from Power Required for Level Flight to Idle Power, ≈ 135 Knots, G.W. ≈ 9870 Airspeed Constant, A/C No. 62-4506, Test 4.0F, H_i ≈ 5000 Feet, V_iTrim Pounds, C.G. Position F.S. 240.6



≈150 Knots, G.W. ≈ 9695 Pounds, C.G. Position F.S. 240.5 Power Required for Level Flight Lower Flaps from 0° to 45°, Altitude Constant, A/C No. 62-4506, Test 4.0F, $H_i \approx 10,000$ Feet, V_{iTrim} Figure A-151

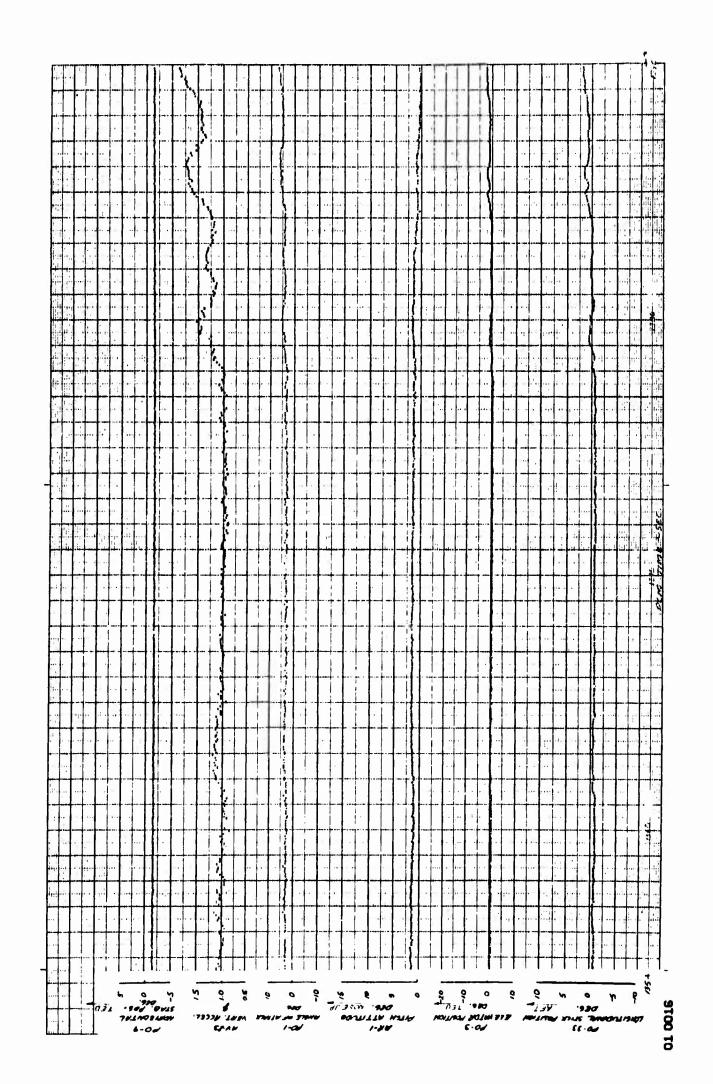
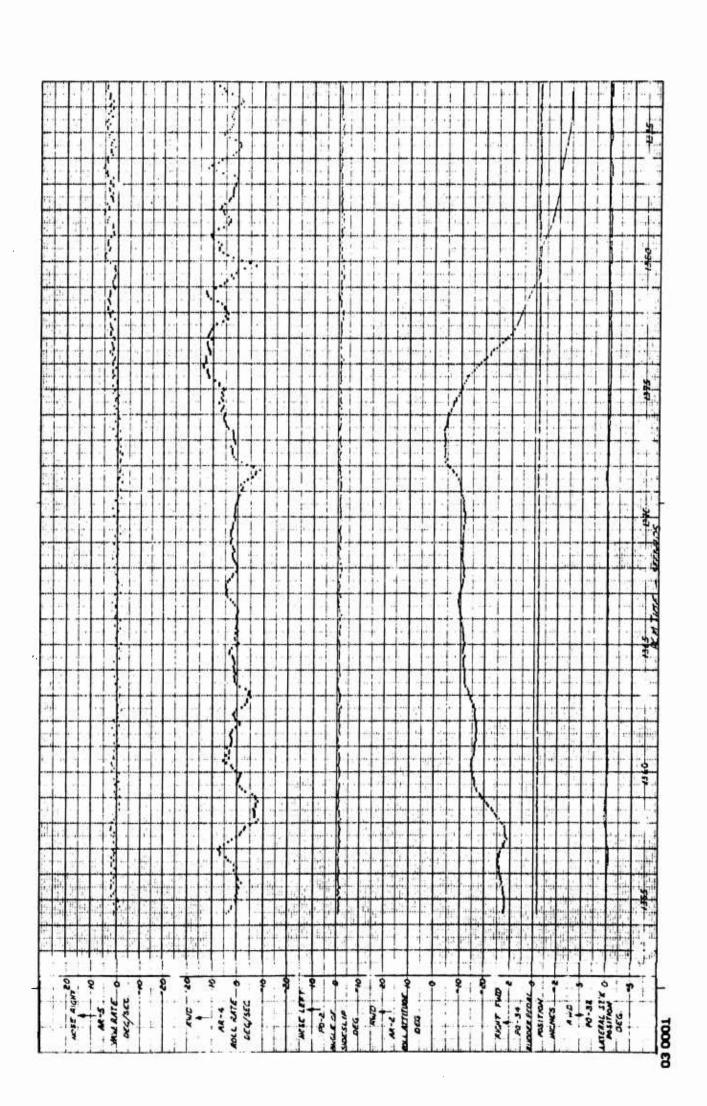
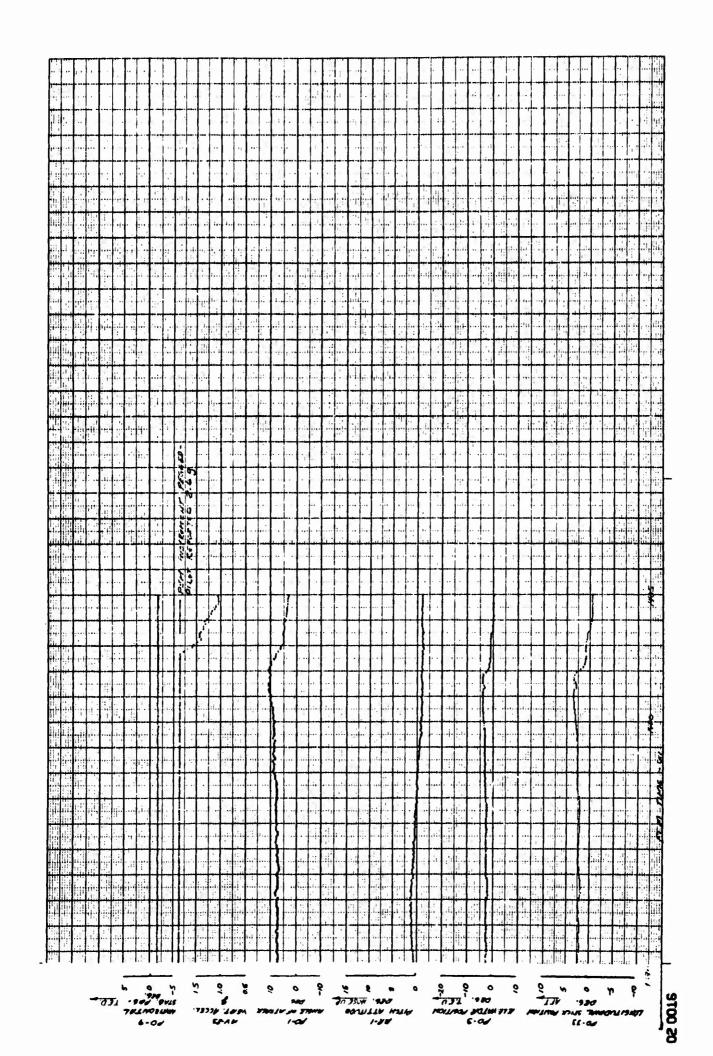


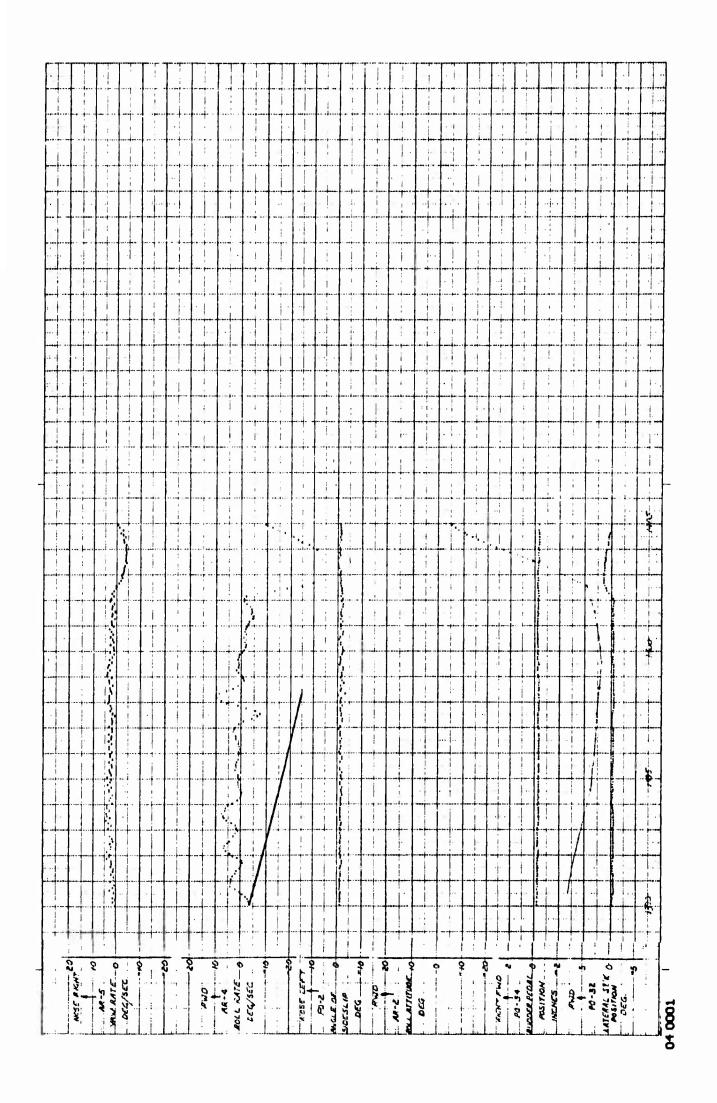
Figure A-152 Wind-up Turn to the Left, Maximum Normal Load Factor 2.6 g'8, A/C No. 62-4506, Test 79.0F, $H_i\approx 8200$ Feet, $V_i\approx 220$ Knots, G.W. $\approx 11,200$ Pounds, C.G. Position F.S. 243.0, Configuration: C R



Wind-up Turn to the Left, Maximum Normal Load Factor 2.6 g's, A/C No. 62-4506, Test 79.0F, $H_i\approx 8200$ Feet, $V_i\approx 220$ Knots, G.W. $\approx 11,200$ Pounds, C.G. Position F.S. 243.0, Configuration: C R Figure A-153



Wind-up Turn to the Left, Maximum Normal Load Factor, 2.6g's, A/C No. 62-4506, Test 79.0F, $H_{\rm l}\approx 8,200$ Feet, $V_{\rm l}\approx 220$ Knots, G.W. $\approx 11,200$ Pounds, C.G. Position F.S. 243.0, Configuration: C R Figure A-154



Wind-up Turn to the Left, Maximum Normal Load Factor 2.6g's, A/C No. 62-4506, Test 79.0F ≈ 220 Knots, G.W. ≈ 11,200 Pounds, C.G. Position F.S. 243.0, $H_i \approx 8200$ Feet, V_i Configuration: C R Configuration: C Figure A-155

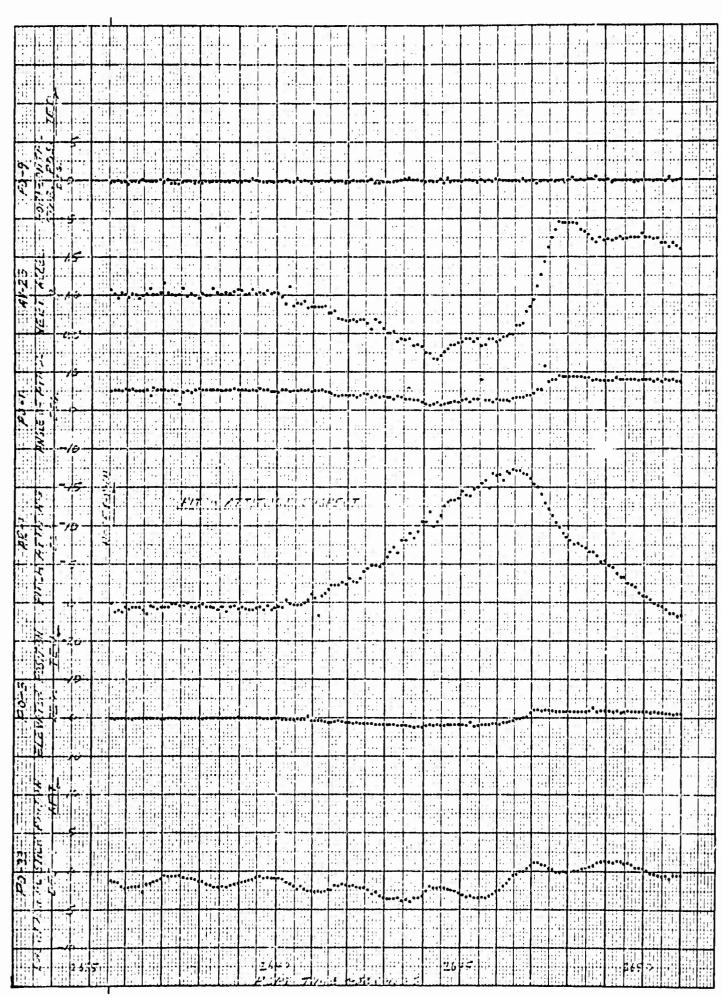


Figure A-156 Push Over to Normal Load Factor of 0.5g's, A/C No. 62-4505, Test 9.0F, $H_i \approx 12,000$ Feet, $V_{i_{Trim}} \approx 220$ Knots, G.W. $\approx 11,105$ Pounds, C.G. Position F.S. 243.0, Configuration: C R

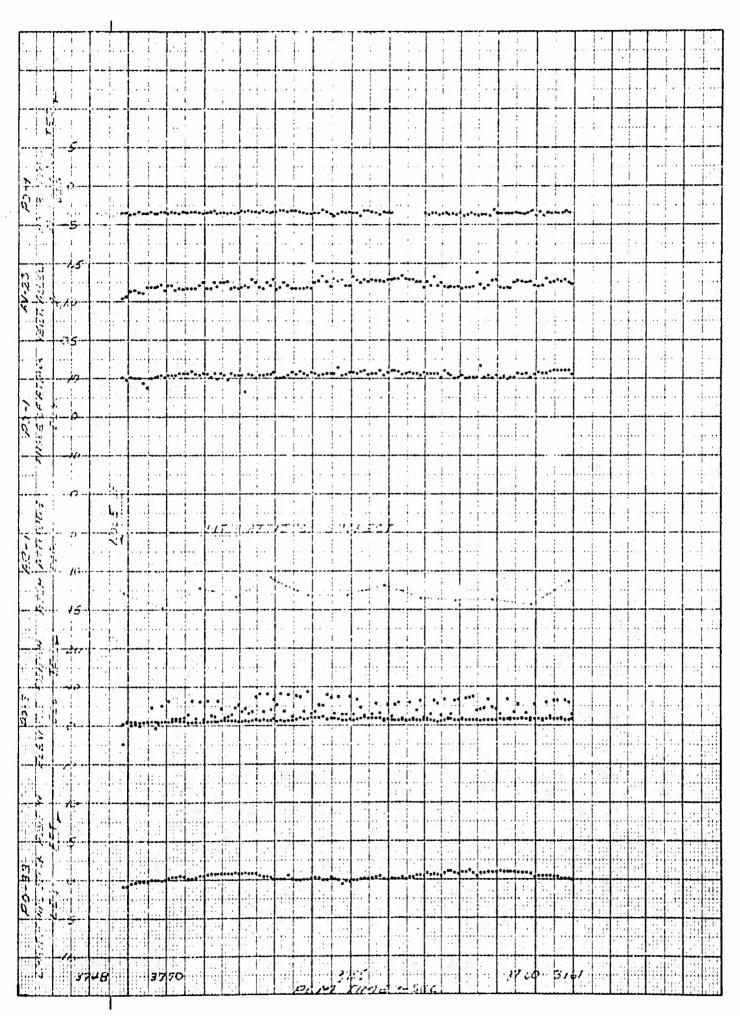
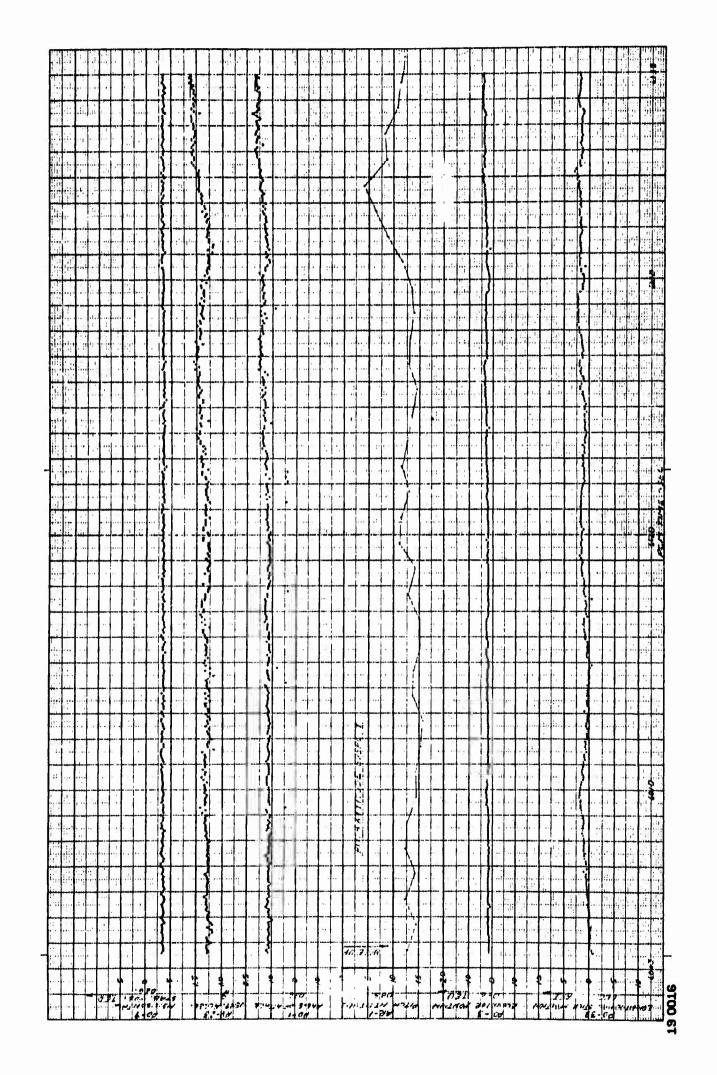


Figure A-157 Accelerated Stall in Left Turn, A/C No. 62-4505, Test 9.0F, $H_i \approx 12,000$ Feet, $V_{i\,Trim} \approx 130$ Knots, G.W. $\approx 10,160$ Pounds, C.G. Position F.S. 239.0, Configuration: P A



≈ 130 Knots, Figure A-158 Accelerated Stall in Left Turn, A/C No. 62-4505, Test 9.0F, $H_{\rm i}\approx 12,000$ Feet, $V_{\rm iTrim}$ G.W. ≈ 10, 100 Pounds, C.G. Position F.S. 238.9, Configuration: P A

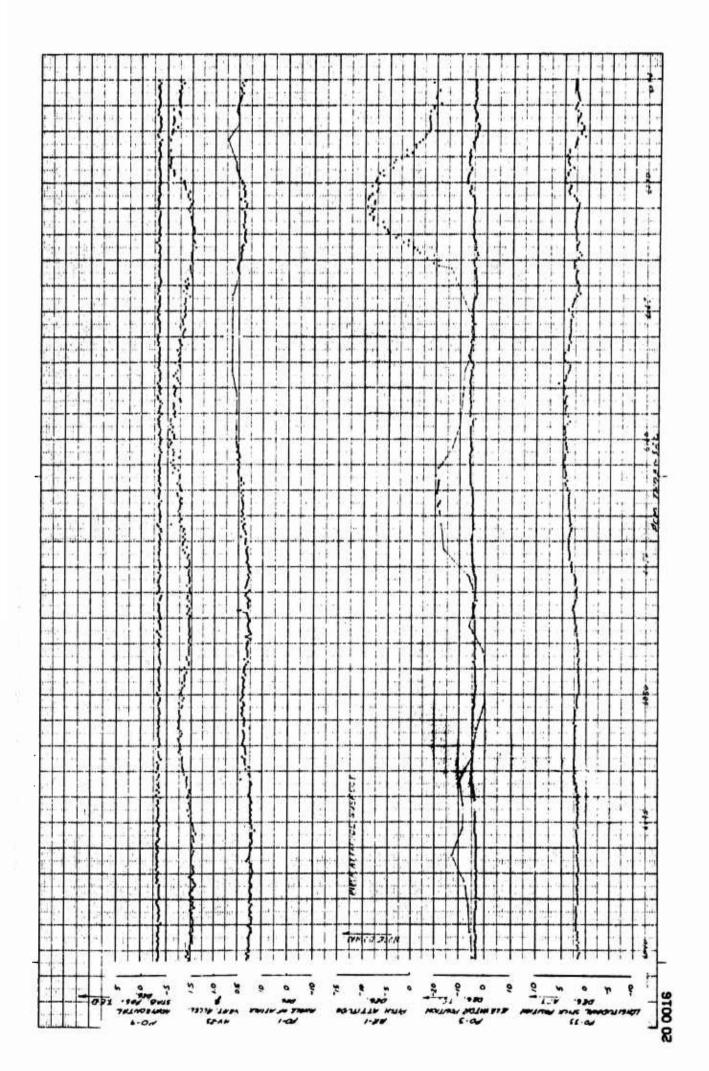


Figure A-159 Accelerated Stall in Left Turn, A/C No. 62-4505, Test 9.0F, $H_i \approx 12,000$ Feet, $V_{iTrim} \approx 130$ Knots, G.W. ≈ 10, 100 Pounds, C.G. Position F.S. 238.9, Configuration: P A

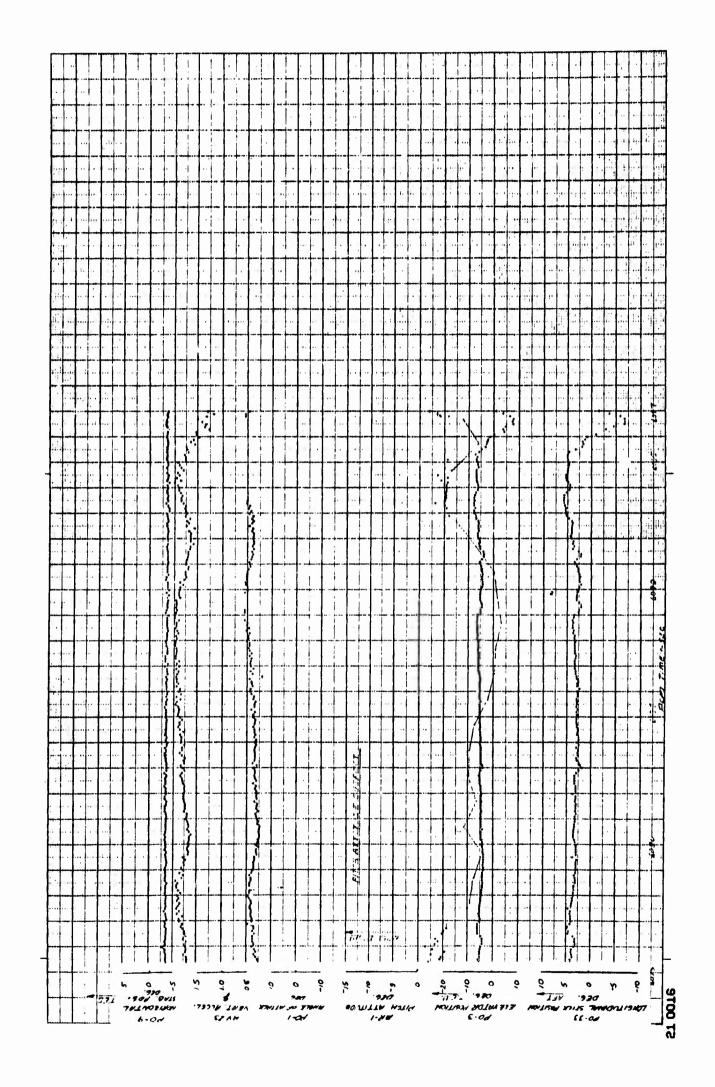
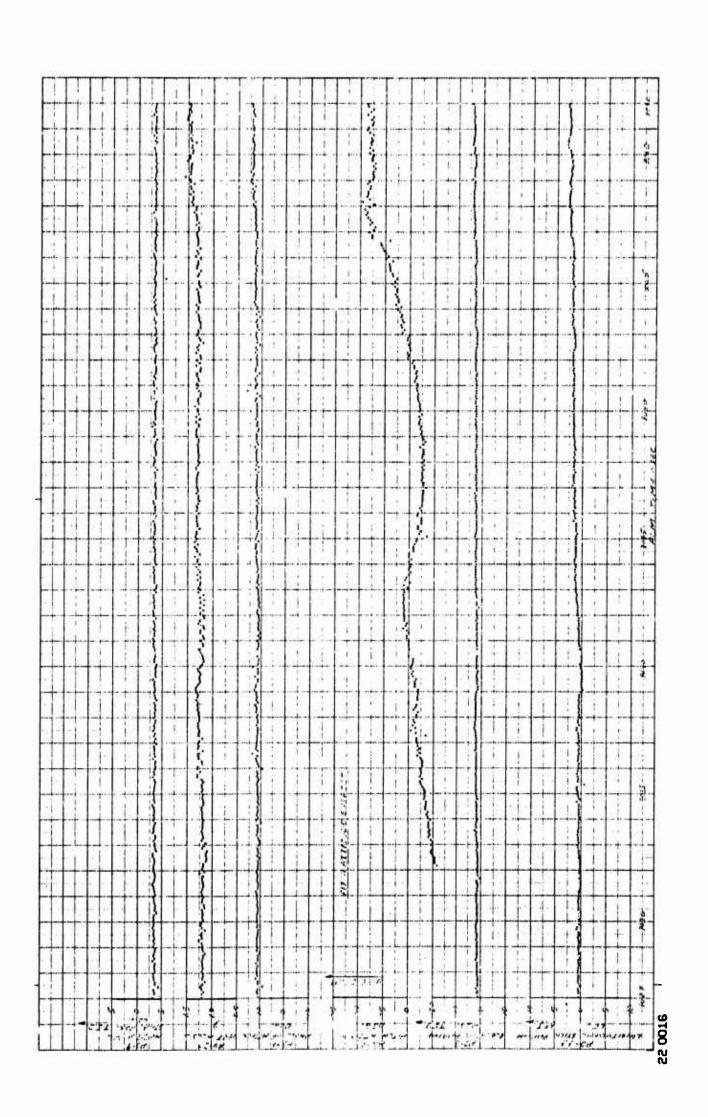
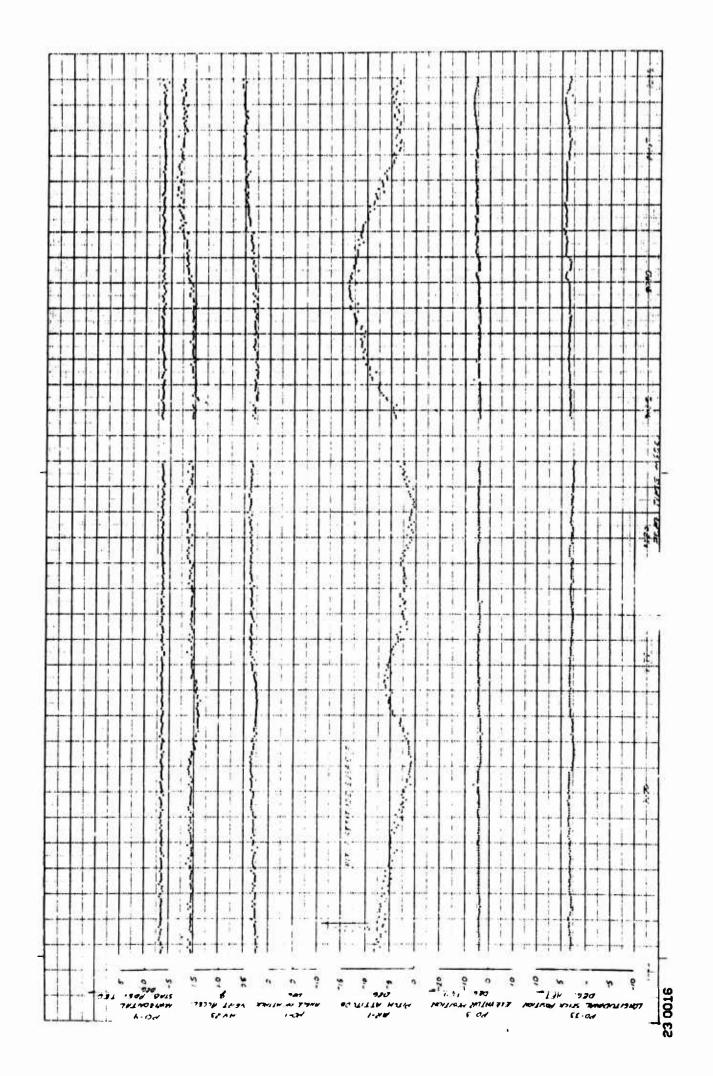


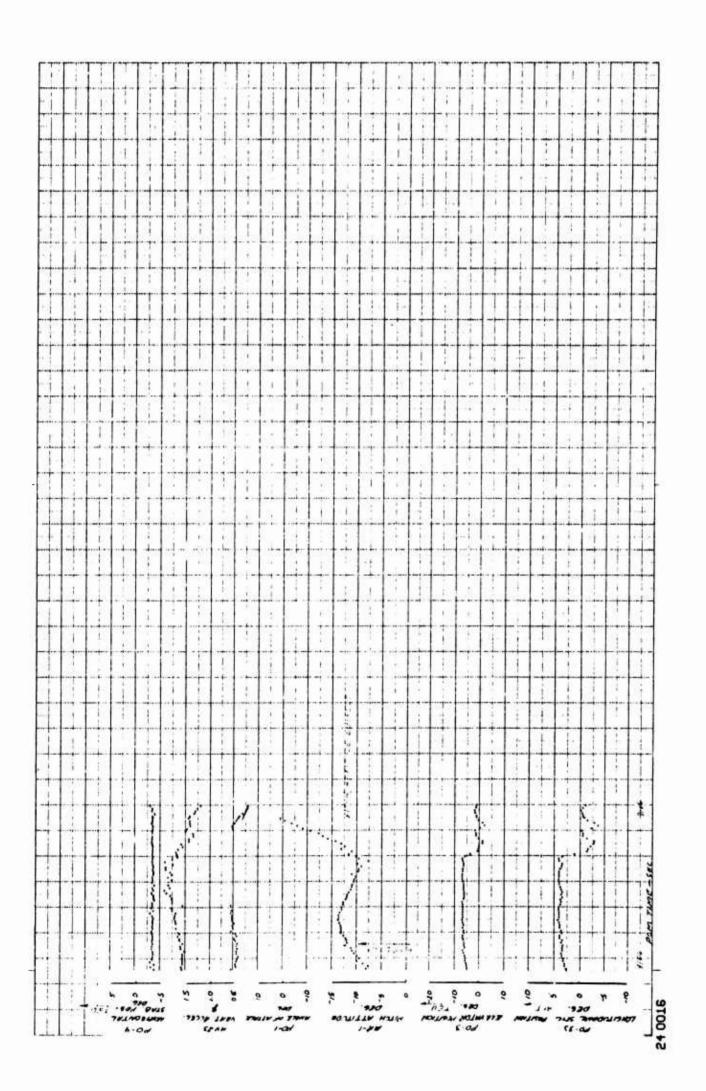
Figure A-160 Accelerated Stall in Left Turn, A/C No. 62-4505, Test 9.0F, $H_i \approx 12,000$ Feet, $V_{iTrim} \approx 130$ Knots, G.W. ≈ 10,100 Pounds, C.G. Position F.S. 238.9, Configuration: P A



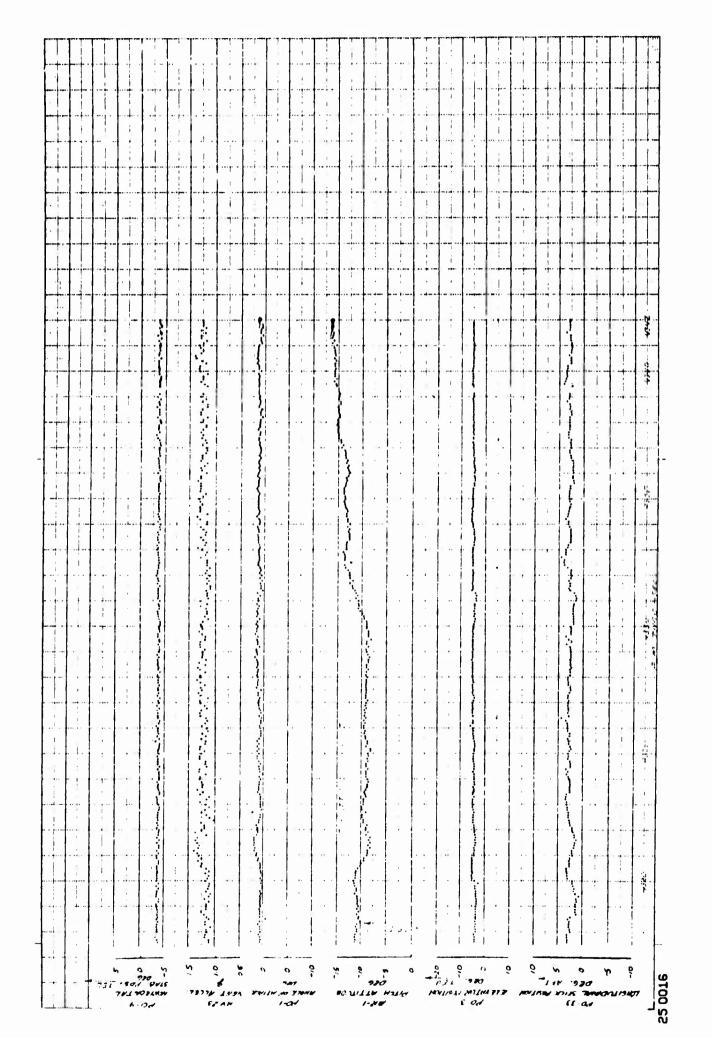
Accelerated Stall in Right Turn, A/C No. 62-4505, Test 9.0F, $H_{\rm i}\approx 12$, 000 Feet, $V_{\rm iTrim}\approx 130$ Knots, G.W. ≈ 10,020 Pounds, C.G. Position F.S. 238.8, Configuration: P A Figure A-161



Accelerated Stall in Right Turn, A/C No. 62-4505, Test 9.0F, $H_i \approx 12,000$ Feet, $V_{iTrim} \approx 130$ Knots, Configuration: P A G.W. $\approx 10,020$ Pounds, C.G. Position F.S. 238.8, Figure A-162



≈ 130 Knots, Figure A-163 Accelerated Stall in Right Turn, A/C No. 62-4505, Test 9.0F, $H_{i}\approx12$, 000, V_{i} Trim A Configuration: P G.W. ≈ 10,020 Pounds, C.G. Position F.S. 238.8,



Accelerated Stall in Right Turn, A/C No. 62-4505, Test 9.0F, $H_i \approx 13,500$ Feet, $V_{i\,Trim}$ Configuration: L G.W. ≈ 9800 Pounds, C.G. Position F.S. 238.7, Figure A-164

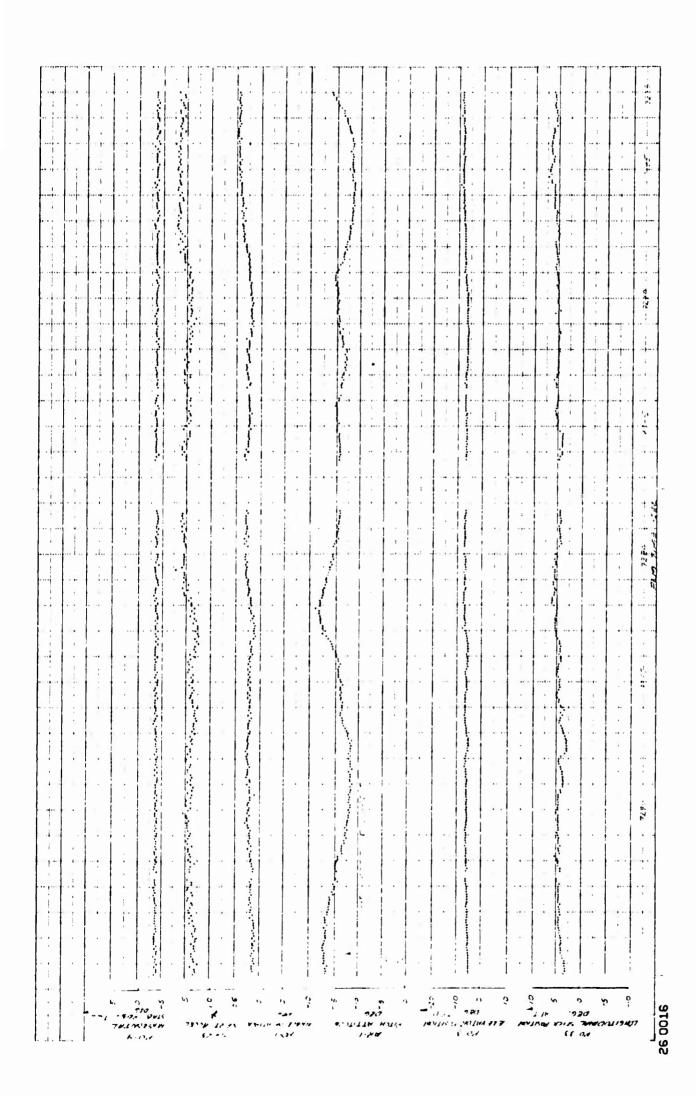


Figure A-165 Accelerated Stall in Right Turn, A/C No. 62-4505, Test 9.0F, $H_i \approx 13,000$ Feet, $V_{iTrim} \approx 130$ Knots, 238.7, Configuration: L G.W. ≈ 9800 Pounds, C.G. Position F.S.

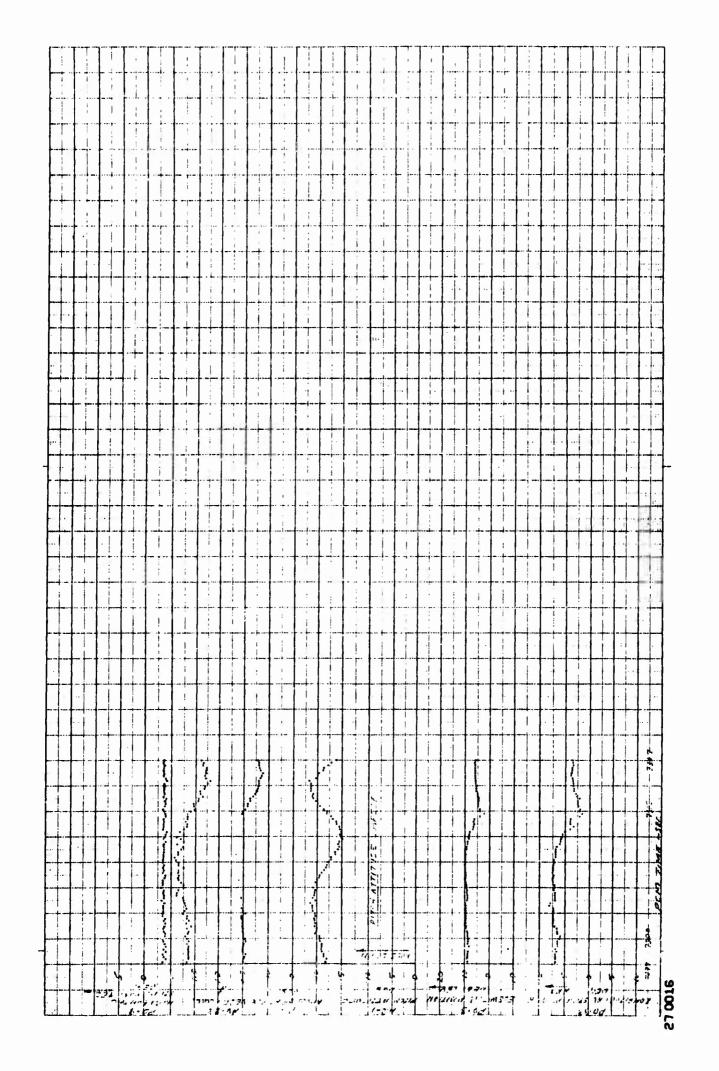


Figure A-166 Accelerated Stall in Right Turn, A/C No. 62-4505, Test 9.0F, H_i = 13,000 Feet, V_{iTrim} = 130 Knots, G.W. ≈ 9800 Pounds, C.G. Position F.S. 238.7, Configuration: L